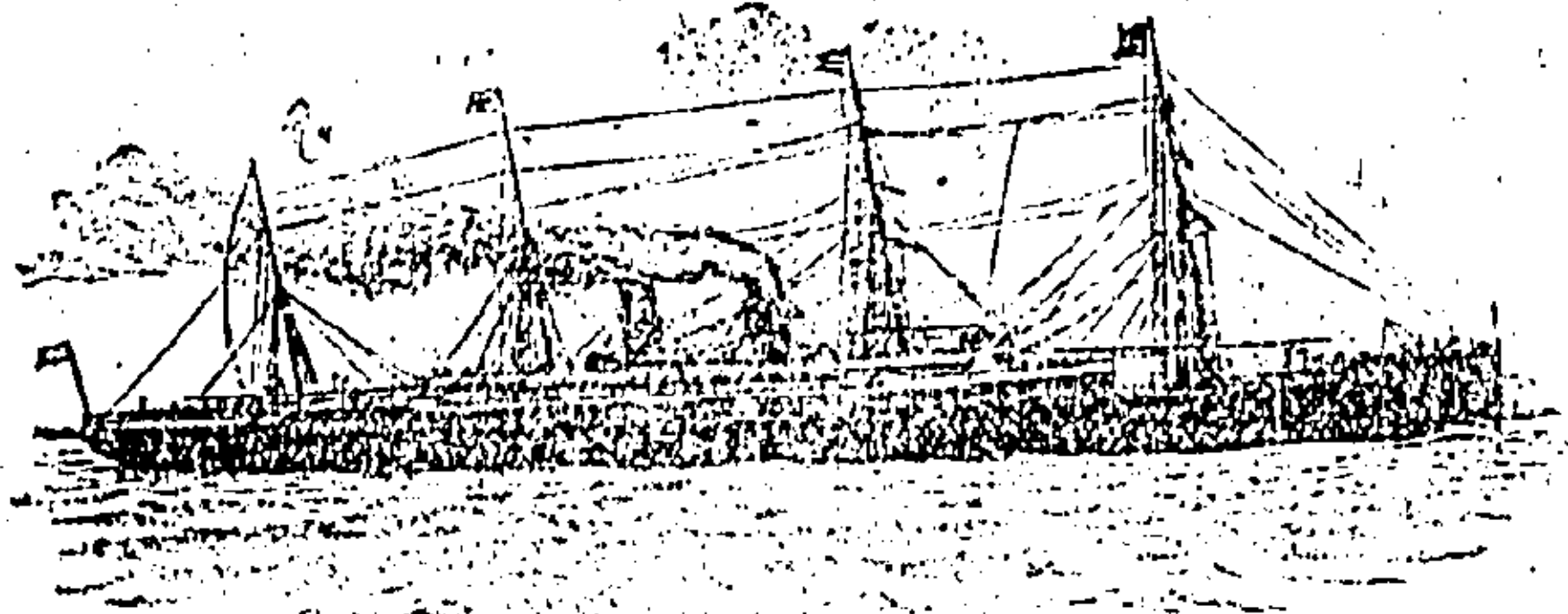


Mails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE:

PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	THURSDAY, 9th October, at Daylight
"GAELIC"	FRIDAY, 10th October, at Noon
"HONGKONG MARU"	SATURDAY, 18th October, at Noon
"CHINA"	TUESDAY, 28th October, at Noon
"DORIC"	TUESDAY, 4th November, at Noon
"NIPPON MARU"	THURSDAY, 13th November, at Noon

THE P. M. Company's Steamship "KOREA," will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on THURSDAY, the 9th October, at Daylight, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

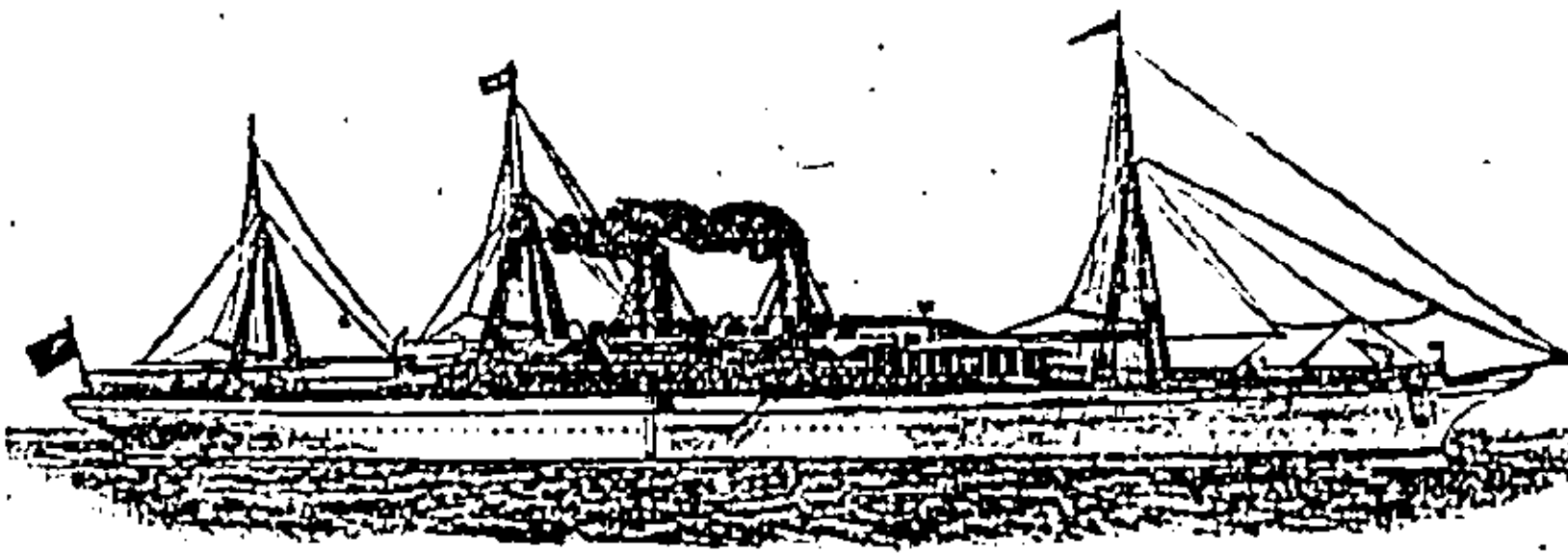
Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

J. S. VAN BUREN,
Agent.

Hongkong, 29th September, 1902.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, via CANADA
AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

R.M.S. ATHENIAN	Comdr. H. Mowatt	WEDNESDAY, 8th Oct.
EMPEROR OF CHINA	Comdr. R. Archibald, R.N.R.	WEDNESDAY, 22nd Oct.
EMPEROR OF INDIA	Comdr. O. P. Marshall, R.N.R.	WEDNESDAY, 19th Nov.
TARTAR	Comdr. E. Beetham, R.N.R.	WEDNESDAY, 3rd Dec.
EMPEROR OF JAPAN	Comdr. H. Pybus, R.N.R.	WEDNESDAY, 17th Dec.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to
D. E. BROWN, General Agent,
Fadder's Street.

Hongkong, 24th September, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight.
FRIBURG	HAVRE, BREMEN and HAMBURG. (Calling at SINGAPORE and PENANG.)	8th Oct.	Freight.
SILVIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	22nd Oct.	Freight.
SAXONIA	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	6th Nov.	Freight.
SERBIA	HAVRE and HAMBURG. (Calling at SINGAPORE and COLOMBO.)	19th Nov.	Freight.
MARBURG	HAVRE and HAMBURG. (Calling at SINGAPORE and PENANG.)	1st Dec.	Freight.

For further Particulars, apply to

HAMBURG-AMERIKA LINIE,
HONGKONG OFFICE,
No. 1, Queen's Buildings.

Hongkong, 17th September, 1902.

Intimations.

CHINESE IMPERIAL GOVERNMENT
7 PER CENT SILVER LOAN
OF 1886, E.

32ND HALF-YEARLY DRAWING.

INTEREST DUE AND DRAWN BOND of this LOAN will be PAYABLE at the OFFICES of the CORPORATION on or after the 30th September, 1902.
LISTS of DRAWN BONDS can be obtained on application to the Undersigned.

For the HONGKONG AND SHANGHAI BANKING CORPORATION,
Agents issuing the Loan,
J. R. M. SMITH,
Chief Manager.
Hongkong, 29th September, 1902. [10131]

NOTICE.

HONGKONG GENERAL CHAMBER
OF COMMERCE.

A SPECIAL GENERAL MEETING of the MEMBERS will be held on FRIDAY, the 3rd October, 1902, at 12 o'clock NOON, in the CHAMBER ROOM, CITY HALL, to nominate a Member of the Chamber to take the place in the Legislative Council of the Hon. R. SHEWAN, whose Term of Office expired on the 24th inst. By Order,
A. R. LOWE,
Secretary.
Hongkong, 25th September, 1902. [10000]

UNION INSURANCE SOCIETY OF
CANTON, LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE is hereby given that the TWENTY-NINTH ORDINARY YEARLY MEETING of the Society will be held at its HEAD OFFICE, No. 1, Queen's Buildings, Hongkong, on THURSDAY, the 9th October, 1902, at NOON, for the purpose of receiving the Report of the Directors together with Statements of Account for the year 1901 and for the half year ending 30th June, 1902, and of declaring Dividends, &c.
The TRANSFER BOOKS of the Society will be CLOSED from the 29th instant to the 9th October, both Days inclusive.
By Order of the Board,
W. J. SAUNDERS,
Secretary.
Hongkong, 19th September, 1902. [980d]

THE CHINA BORNEO COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of THE CHINA BORNEO COMPANY, LIMITED, will be held at the REGISTERED OFFICES of the Company, 4, Queen's Buildings, Victoria, in the Colony of Hongkong, on SATURDAY, the 11th day of October, 1902, at 12 NOON, to consider and if thought fit to pass the SPECIAL RESOLUTIONS:—including those for the voluntary winding up of the Company and the appointment of Liquidators, necessary for the purpose of carrying out, pursuant to and in accordance with the Provisions of Section 149 of the Companies Ordinance Number 1 of 1865, a Provisional Agreement entered into between The China Borneo Company, Limited, and The Borneo Hardwood Company, Limited, of Number 18, Bishopsgate Street within the City of London having for its objects the sale by The China Borneo Company, Limited, and by The Borneo Hardwood Company, Limited, of their several undertakings to and the amalgamation of such two Companies in a new Company to be formed for such purpose. Particulars concerning the proposed Agreement can be obtained on enquiry at the Registered Offices of the Company, Number 4, Queen's Buildings.
Dated this 26th day of September, 1902.
By Order of the Consulting Committee,
WILLIAM D. JUPP,
Acting Manager.
Hongkong, 26th September, 1902. [1007d]

WILLIAM POWELL, LIMITED.

THE FIRST ORDINARY YEARLY MEETING of SHAREHOLDERS in the above-named Company will be held at the Company's Offices, No. 28, Queen's Road Central (opposite Hongkong Hotel), on MONDAY, 15th October, 1902, at NOON, for the purpose of receiving the Report and Statement of Accounts for the year ending 30th June, 1902, Electing Directors, and declaring a Dividend.

The TRANSFER BOOKS of the Company will be CLOSED from the 6th to the 13th October both Days inclusive.
By Order of the Board of Directors,
R. C. HECKFORD,
Manager.
Hongkong, 29th September, 1902. [1014d]

CANTON INSURANCE OFFICE,
LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTY-FIRST ORDINARY GENERAL MEETING of SHAREHOLDERS will be held at the OFFICES of the Undersigned at 12 o'clock (NOON), on THURSDAY, the 23rd October.
The TRANSFER BOOKS of the Company will be CLOSED from the 9th to the 23rd October, both days inclusive.

JARDINE, MATHESON & CO.,
General Agents,
Canton Insurance Office,
Limited.
Hongkong, 25th September, 1902. [1000d]

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

ANY OUTSTANDING ACCOUNTS against the above Company must be sent in to the Undersigned on or before the 5th October, 1902, after which no Claims can be recognised.
BUTTERFIELD & SWIRE.
Hongkong, 24th September, 1902. [997d]

PEKING AND TIENTSIN TIMES.

DAILY EDITION.

NOTICE is hereby given that on or about OCTOBER 1ST, 1902, the "PEKING AND TIENTSIN TIMES" will be issued DAILY as well as WEEKLY.

The Daily Issue will be Crown size of 8 or more Pages with 3 Columns of Printed Matter on each page (about the size of the North China Herald, or Celestial Empire).

TERMS:
(Exclusive of Postage)
Yearly.....\$20
Half-Yearly.....10
Quarterly.....5
Monthly.....2
Per Issue 10 cents.

Tariff of Advertisements on application.

HEAD OFFICE:
THE TIENTSIN PRESS.
26th September, 1902. [1008d]

Intimations.

DAY VIEW HOTEL.
THE RAMSGATE OF THE EAST.

THE Proprietor takes pleasure in announcing to the Old Friends and Patrons of the Hotel, that the Hotel has been renovated and a new commodious Bungalow has been erected, and will be OPENED TO-MORROW, the 1st October.

J. LAGOCK,
Manager.

Hongkong, 29th September, 1902. [1016d]

NOTICE OF REMOVAL.

WE have REMOVED This Day our Business to ZETLAND STREET, No. 2.
HEUERMAN, HERBST & CO.
—Hongkong, 29th September, 1902. [1011d]

ENGINEER WANTED.

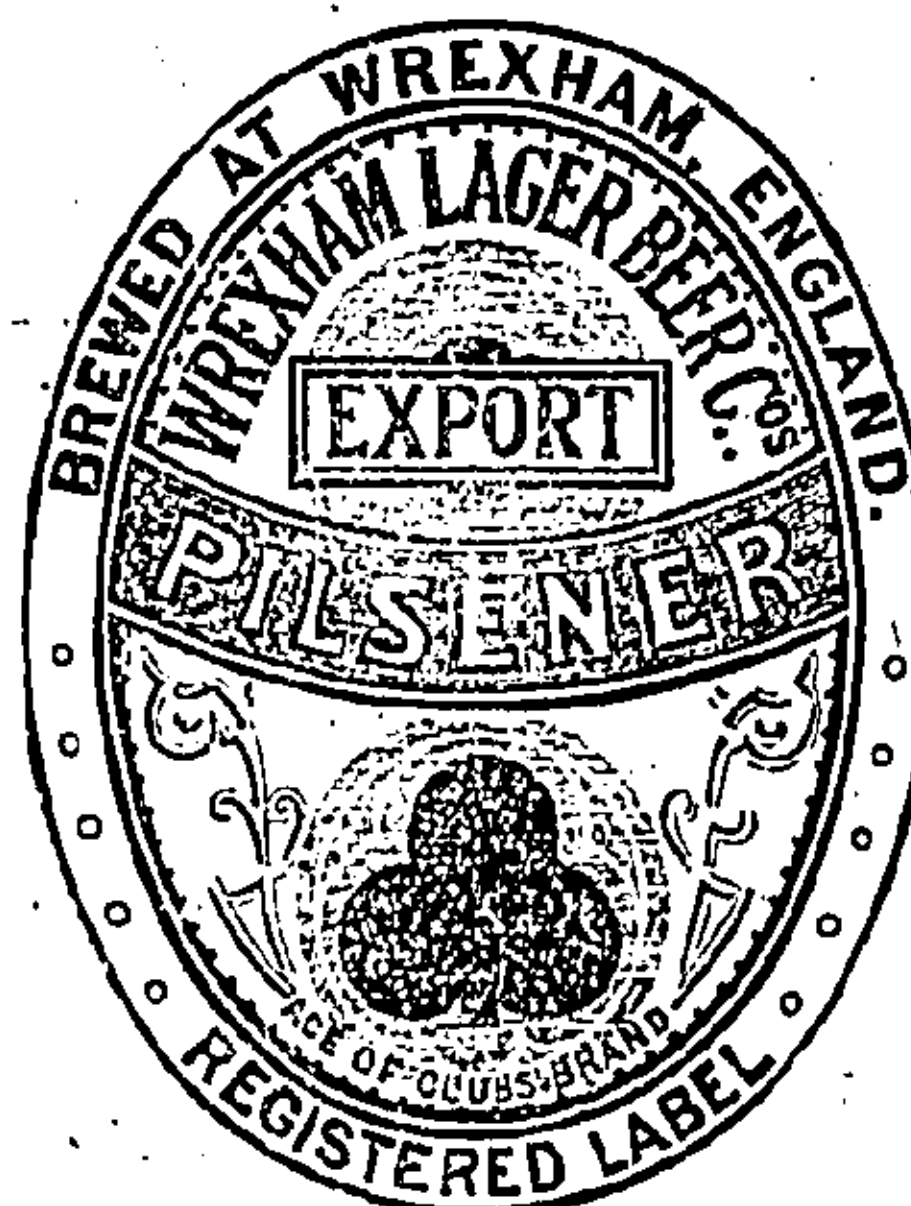
A YOUNG MAN is wanted as ASSISTANT ENGINEER in a Factory near Hongkong. He should be a good Mechanic and have some knowledge of Millwright's work. Practical experience of Engines and Boilers is desirable.
Apply to
"H."
C/o This Paper.
Hongkong, 25th September, 1902. [1002d]

BRITISH NORTH BORNEO.

WANTED.

AN EXPERIENCED FOREMAN for a Government Timber Mill. Must be thoroughly acquainted with the erection and management of Timber-cutting Machinery. Forward copies of recent testimonials and state Salary required to
DIRECTOR OF PUBLIC WORKS,
SANDAKAN.
—3rd February, 1902. [1151d]

DRINK



UNEXCELLED.

SOLE AGENTS:

RITCHIE & Co.,
Des Vaux Road.

Hongkong, 24th June, 1902. [675d]

GOVERNMENT GENERAL OF
FRENCH INDO-CHINA.

THE
HANOI
EXPOSITION

WILL BE OPENED ON

3RD NOVEMBER, 1902.

THE Exposition, which is situated close to the Railway Terminus at Hanoi, will comprise a GRAND PALACE and MAGNIFICENT BUILDINGS, containing Artistic, Commercial, Agricultural and Industrial Productions of the greatest variety from France and her Colonies (1st section); French Indo-China (2nd section); and the countries of the Far East—China, Japan, Philippines, Siam, Netherlands India, British India, Straits Settlements, Burma, &c. (3rd section).

THE WEATHER in TONKIN during the months of November, December, January, and February, is mild and invigorating and may be compared to a winter at Nice.

THE GALLERY of FINE ARTS will contain more than 500 Pictures, and will be organised under the Direction of the Inspection-General of Fine Arts of Paris.

SPECIAL EXCURSIONS by Railways and Steamers to the chief Places of Interest in Indo-China (Cochin-China, Tonkin, Laos, Cambodia, Annam) will be organised at reasonable prices.

ATTRACTIONS OF ALL KINDS: Military Band, Theatres, Circuses, Concerts, Aquatic Sports, Balloon Ascensions, Fireworks, Dances, &c., will be provided.

REDUCED PRICES will be charged by all Steamship Lines running to Haiphong, from whence Hanoi may be reached in a few hours by Railway or Steamer.

NUMEROUS First-Class HOTELS and CAFES assure every accommodation to visitors at moderate prices.

For FURTHER INFORMATION apply to the French Consulates in the Far East.

P. THOME,
Commissaire-Général de l'Exposition de Hanoi.

Notices of Firms.

NOTICE.

THE Undersigned's Resignation was in the hands of the EQUITABLE LIFE ASSURANCE SOCIETY OF U.S.A. last month. His connection with the Society is finally closed.

A. KIENE
Hongkong, 22nd September, 1902. [989d]

NOTICE.

I HAVE This Day RESUMED my duties as MANAGER of W. POWELL, LIMITED.
R. G. HECKFORD,
Manager.
Hongkong, 15th September, 1902. [961d]

Hotels.

GO TO THE

KOWLOON HOTEL,
J. H. DOWNS, Manager. KOWLOON. J. W. OSBORNE, Proprietor.

THE CONNAUGHT HOUSE,
QUEEN'S ROAD.

The most comfortable family Hotel in Hongkong.

EXCELLENT CUISINE, LOFTY ROOMS, CENTRALLY SITUATED,
CIVILITY AND ATTENTION.

Apply to

THE MANAGER.

TERMS MODERATE.

Hongkong, 4th September, 1902.

[1339c]

"BOA VISTA,"

(HOTEL SANITARIUM OF SOUTH CHINA),
MACAO.

THE most select Hotel in the Far-East, beautifully situated, over-looking the sea, and affords comfortable accommodation for travellers.
The strictest supervision as to food and cleanliness is exercised by a European Manager.
Telegraphic Address: "BOA VISTA."

Intimations.

INCANDESCENT GAS LIGHT.

The attention of consumers is drawn to the fact that the Undersigned, being Sole Agents for
DR. AUER VON WELSBACH Co.,
VIENNA,
THE INVENTORS OF INCANDESCENT
GAS LIGHT.

ARE SELLING THE ONLY GENUINE MANTLES,

The Price of which has been reduced to

FIFTY CENTS per piece.

BEWARE OF INFERIOR IMITATIONS!

KRUSE & Co.,
CONNAUGHT HOUSE.

954c]

Telegraphic Address:
MARINEWORK, HONGKONG.

Code Used:
A and A B C, 4th Edition.

E. C. WILKS & Co.,

MARINE ENGINEERS, SHIP CONTRACTORS
AND SURVEYORS.

Collisions and Damages Surveyed for Insurance Companies, Ships' claims and Specifications Prepared.

Office: 9, Queen's Road Central.
Hongkong, 8th November, 1901. [1214c]

PETER SYS' WONDERFUL SPECIFIC.

THE only remedy at present known as INFALLIBLE and PERMANENT CURE for
SPRUE, DYSENTERY, DIARRHEA, HEMORRAGE and ULCERATION
of the BOWELS.

Recommended by some of the Chief Specialists of the Medical Profession.
Sold retail by all Chemists and Wholesale.

by
THE PETER SYS COMPANY,
(Proprietors and Sole Manufacturers)
9, Old China Street,
Shanghai.

12th October, 1902.

[21]

WING CHEONG.

DEALERS IN JEWELLERY, PEARLS, DIAMONDS, JADESTONEWARE,
CURIOS, SILKS, CARVED IVORYWARE, AND GRASSCLOTHS,
AND
GENERAL EXPORTERS.

No. 35, Queen's Road Central,

Next Door Messrs. LANE, CRAWFORD & Co.

Hongkong, 20th November, 1901. [1256c]

UNTOUCHED BY HAND.

MELLIN'S
FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

\$5.50 7 Cask of 375 lbs. Net ex Factory.
\$3.50 7 Bag of 250 lbs.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, 15th March, 1902. [116]

NEW VICTORIA HOTEL.

ROTISSERIE.
Made à la Carte.

CHOPS, STEAKS, etc., etc., at any time,
between 7.30 a.m. and 11 p.m.
Monthly Tiffin at Moderate Rates.

Madar & Farmer,
Proprietors.
Hongkong, 2nd September, 1902. [958c]

TUBORG BEER.

A FIRST CLASS PILSENER BEER
guaranteed free from Salicylic Acid,
and any other Chemicals.
PRICE \$10 per case of 48 bottles (quarts).
Special Prices for Quantities.

Sole Agents—
SIEMSEN & CO.
[1122] ang, 29th May, 1902. [504d]

DROZ & Co.

WATCH MANUFACTURERS,
STEAM FACTORY ESTABLISHED 1864,
ST. IMIER, SWITZERLAND.

SPECIALITIES:
LEVER WATCH & CHRONOGRAPHS.

TRADE MARKS:
MAXIM, BERNARD, &c.

REPAIRS of WATCHES and CLOCKS
by competent European experts at
Moderate Rates.

No. 10, QUEEN'S ROAD CENTRAL.
Opening 15th May, 1902. [1526c]

TAT LOONG.

2 and 3, Lyndhurst Terrace,
Singapore.

FOR Fancy Muslins and Piques, Flowered
Delaine, Ladies' and Children's Shoes,
New Chiffon Hats.
Hongkong, 1st May, 1902. [1002d]

DENTISTRY.

SUI SANG,
(Lately Practising with Dr. I. SAKATA),
DENTIST.

No. 4, Queen's Road Central,
Hongkong, 3rd January, 1902. [101d]

TIENTSIN DAY BY DAY.

(From Our Own Correspondent.)

TIENTSIN, September 17th.
Things have been going
VERY SLOW

here the past week and every one is commenting upon the stagnation of the hour. Trade appears to be getting worse as regards exports. The only thing which stimulates hope at the moment is the constant arrival at the Bund of steamers. The *Lienhsing* was at the wharf for the third time the other evening. The *Shengking* lying close at her stern and one of the China merchants boats a little lower down, while a fourth vessel was due at daylight. Such a sight has not been seen in Tientsin for the last seven years, and is encouraging to the River Conservancy Board anyway.

A TIP.

The tip from Chinese sources is that Yuan's alleged shortness of money is due to the feverish increase in his military and police forces which still goes on, and we are completely hemmed in on all sides. This he pledged himself to the Empress Dowager to do, and he has done it. The people naturally are kept unsettled by these measures, and it is this which probably in some degree affects the restoration of trade.

THE NEW TREATY AND LEKIN ABOLITION. Wang Pei-Yu, Vice-Director of the Imperial Clan Board, who before the trouble openly avowed himself a Boxer, memorialized the throne the other day on the subject of the new treaty and lekin abolition, in terms which amount almost to a threat. He refers to the Edict issued abolishing lekin and congratulates the E. D. on her far-sightedness, and then proceeds to show she has not been far-sighted enough. "Lekin was first introduced as a temporary measure to help the military expenditure during the Taiping Rebellion. But the system has been handed down by the officials until it has become permanent. The officials have found the lekin offices very useful to appoint expectant officials to, which keeps them quiet, and it has become a regular and valued custom to appoint these men to them. If the lekin stations are abolished what will the Viceroy and Governors do? The lekin offices are said to make

GREAT SQUEEZES.

but I do not think the abuse will cease because the offices are abolished. By increasing the duty and abolishing the lekin offices you change the form of the evil but not the evil itself. Forty or fifty years before lekin was organized, the officials agreed that it was better to tax merchants because in order to get their goods through they would pay, and in order to recoup themselves they would charge a little more. In this way the people all shared in the taxation but indirectly and without knowing it. The system has lasted all these years given no trouble in spite of the lekin offices. Had the people been taxed direct this would not have been the case. Now in order to raise money for the indemnity the people are being taxed direct, and in the Governments name the

PEOPLE HAVE BEEN MUCH OPPRESSED which will be still further increased if lekin is removed as extortion in some other office will take place. This will lead to trouble. The people are willing to help the Government, and to all contribute something, but when it passes through the hands of officials and only a portion goes to the Emperor it makes the people angry. The people are still unsettled.

ASK for ASAHI JAPANESE BEER—G. Girault.

and dissatisfied, and it would not take much to make them rise. Your Majesty's Edict shows kindly anxiety for the people; but though lekin offices are bad, they only affect the merchant class; but if you touch the people, they may become more than I dare say. (Rebels) If only the form of squeezing be done away with and not the squeeze itself, something will take their place. I beg therefore that your Majesty will inform the people that no other expedients will be resorted to, and that any infringement of rules will be heavily punished."

STRONG OPPOSITION

In answer to the above came out the second Edict threatening to punish any offender against it caught collecting lekin, and ordering the date of abolition to be postponed until the date of the treaty coming into force should be decided. But it appears quite evident that any attempt to abolish lekin would meet with strong opposition in official quarters, and that the fulfilment of the measure would be abundantly illustrated by some device to collect the money in some way.

Yuan Shi-kai has probably not improved the situation by a bold attempt to show up official squeezes. He has memorialized the Throne to insist upon the whole of the official collections in each province being sent up to the Treasury, and an allowance made to each official. This is probably because his own area for squeezing is circumscribed. Any way the effect will be to make him many enemies and start official ingenuity on a

NEW CAMPAIGN OF DISCOVERY

as to how to otherwise raise funds. He has made the attempt himself to allow all officials in his province, but has adopted a scale which will obviously foster corruption rather than check it, although he may personally benefit by enhanced receipts. He has fixed the allowances for the Taotai at Ta Shing-Kwang at Tls. 1,000 a month; Taotai of Ching-ho Tls. 900; Ting Yang Tls. 700; Tientsin Tls. 600; Kopie Tls. 500; Pao Chuang Tls. 350; the prefects of Paoing, Hochien, Hoting, each Tls. 600; the Prefects of Tientsin, Ching-tung, Chuntai, Taming, Kwangping, Shuohua each Tls. 500; sub prefects Tung Lu Tls. 120, Nan-lie Tls. 130, Peilo Tls. 110 etc etc and in each instance the staff has to be up kept with the amount.

THE RAILWAY.

The latest news about the railway is that French and Russian objections have again thrown the restoration negotiations out. The Russian Generals have come down from Peking looking very pleased with themselves and there the matter will presumably stop for some time.

A quantity of machinery has arrived for the Peking Syndicate and is being forwarded by Wm. Forbes & Co., the local agents.

Schemes are again under weigh for another Taku-Tung and Lighter Company to rival the old, and competition will have a wholesome effect perhaps on freights.

THE WEATHER.

The following report is from Mr. F. G. Figg, Acting Director of the Hongkong Observatory—
On the 30th at 11.40 a.m. The barometer has risen quickly in Japan, the typhoon having moved NNE. over the Sea of Japan and passed into the Pacific.

Pressure remains high over S. China, and gradients continue slight with light variable winds along the coast, and moderate N.E. monsoon over the N. part of the China Sea.

Forecast—light or moderate N.E. winds; fine.

ASK for ASAHI JAPANESE BEER—G. Girault.

LATE TELEGRAMS.

Boer Appeal Falling Flat.

(Shanghai Times).

LONDON, September 26th.
Indications point to the early collapse of the scheme of the Boer Generals to raise the funds they wish for home relief. Correspondents of the leading papers agree that in Berlin, where the most generous returns were expected, the appeal has had an opposite effect from that intended. The New York correspondent of the *Standard* reports similar feeling there. He says that no one is likely to follow the example of the individual donor whose large gift has been reported, and that while the aggregate of small gifts may run into fair proportions nothing like a popular subscription may be expected. From all accounts it seems that a simple appeal on the ground of need and distress would have been sympathetically received and have been richly productive; but the sneer at the parsimony of Great Britain is construed to threaten ill-tempered agitation of a subject that had better stay buried.

Roosevelt and the Solid South.

New York, Sept. 26.

President Roosevelt has found on his return to Washington urgent invitations from the South to visit that section. He is especially in demand in the mining and new manufacturing centers of Alabama and Georgia. The invitations declare that a visit at this time will break the South from its adherence to the Democratic party. The President has sent out replies that he hopes to visit the South but that his duties at present must keep him in Washington.

THE WORD OF HONOUR.

The men who do as they say; the things that prove to be what they were said to be,—how cheering it is to come upon them. We all hate to be deceived; especially when the deception is intentional. But all men are not liars, even if David did say so in his haste. If they were society would be impossible. Everybody knows that business is based on credit, on faith. Millions are bought daily on nothing more solid than the pledged promises of men,—not written, merely verbal. The Stock Exchanges are often called nests of gamblers, yet nowhere is a promise held in greater honour. Therefore when we say that the tried and effective modern remedy called "Wampole's Preparation" never deceives any who resort to it in hope of benefit and cure, we may expect to be believed. For this assurance is given on what it has done in the past in countless cases, on its record. It is only recommended to accomplish what it was made to accomplish. Its action in Chlorosis, Anemia, La Grippe, General Debility, Throat and Lung Troubles, Blood Impurities, etc. is convincing. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. Dr. Austin D. Irvine, of Canada, says: "I have used it in cases where cod liver oil was indicated but could not be taken by the patient, and the results following were very gratifying." It is effective from sensitive and nervous stomachs. It cannot deceive or disappoint you, and comes to the rescue of those who have received no benefit from any other treatment. It stands for the medical triumphs of the age. Sold by all chemists here.

ASK for ASAHI JAPANESE BEER—G. Girault.

BEFORE WE CAN use them, iron and gold must first be got out of the ore. The same principle applies to cod liver oil. Its virtues are not in its fatty matters; much less in its sickening taste and smell. No consumptive, or sufferer from any other wasting disease, was ever greatly benefited by the so called "plain" cod liver oil. The shock it gives to the nerves, the repulsion and disgust it excites in the stomach, the outrages it commits upon the senses of smell and taste, are enough to spoil any medicinal potency that may be in it for the majority of people. This—to say nothing about its being indigestible. Yet there has always been reason to believe that, among the elements which form cod liver oil, there existed curative properties of the highest value. But it was necessary to separate them from the nauseating waste material with which they were combined. This was successfully accomplished in

WAMPOLE'S PREPARATION

and in this effective remedy, made palatable as honey, we have the very heart and soul of Pure Cod Liver Oil, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry. These constitute a tissue-builder, a blood purifier, a health renewer beyond comparison. Disease yields to it with a completeness and rapidity which astonishes medical men quite as much as it delights their patients. In all wasting conditions, Scrofula and Blood Disorders, La Grippe, Chronic Bronchitis, Pulmonary Affections, etc., it never fails to relieve and cure. Dr. Louis W. Bishop says: "I take pleasure in saying I have found it a most efficient preparation, embodying all of the medicinal properties of a pure cod liver oil in a most palatable form." It stands in the front rank in the march of medicine. No slow or doubtful action. Effective from the first dose. "You cannot be disappointed in it." Sold by chemists here and everywhere and A. S. Watson Co., Limited.

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N. Trent	WERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	
KUMANO MARU	SYDNEY and MELBOURNE, VIA THURSDAY ISLAND	SATURDAY, 4th Oct., at Noon.
E. W. Haswell	MOJI, KOBE and YOKOHAMA.	TUESDAY, 7th Oct., at Noon.
MIKE MARU	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 8th Oct., at 4 P.M.
SHINANO MARU	KOBE and YOKOHAMA	FRIDAY, 10th Oct., at Daylight.
M. J. Currow	SINGAPORE, COLOMBO and BOMBAY	FRIDAY, 10th Oct., at Noon.
WAKASA MARU	SINGAPORE and BOMBAY	FRIDAY, 17th October, at Noon.
J. B. Macmillan	MARSEILLES, LONDON & ANT.	SATURDAY, 18th Oct., at Daylight.
HIROSHIMA MARU	WERP, VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	
T. Murai	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	MONDAY, 20th Oct., at 4 P.M.
IZUMI MARU	KOBE and YOKOHAMA	FRIDAY, 24th Oct., at Daylight.
F. W. Horton	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 24th Oct., at Noon.
KAMAKURA MARU	U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA	
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For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, 1st Floor, Chater Road.

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NOTICE.

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ON MONDAY, the 6th October, 1902, at 1 P.M., the Company's Steamship "OCEANIC", Captain Rimes, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via BOMBAY.

This Steamer connects at COLOMBO with the s.s. *Armand Behic*, which vessel takes on her Passengers and Mails leaving that Port on the 18th October Direct to Suez, Port Said and Marseilles.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon, Specie and Parcels until 3 P.M., on the 5th October. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 23rd September, 1902. [1004]

NORTHERN PACIFIC STEAMSHIP COMPANY.

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<i>Pleides</i>	W. H. Smith	3753	Oct. 10
<i>Victoria</i>	J. Pantou	3502	Oct. 18
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<i>Shawmut</i>		9606	Oct. 29

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DODWELL & CO., LIMITED,
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Hongkong, 24th September, 1902. [874d]

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Kananga Water the most delightful Toilet Water. It renders the skin fine, soft, and free from blemishes, and imparts a delicate fragrance and feeling of comfort and freshness.

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THE Steamship

"VALETTA,"

Captain W. B. Palmer, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 11th October, at Noon, taking Passengers and Cargo for the above Ports.

Silk, wool, Valables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed with Bombay with Transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

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E. A. HEWETT,
Superintendent.

27th September, 1902. [14]

Masonic.

ZETLAND LODGE,

No. 525, E.C.

A REGULAR MEETING of the above MASON'S HALL, Zetland Street, TO-MORROW, the 1st October, at 8.30 for 9 p.m. precisely. Visiting Brethren are cordially invited to attend. Hongkong, 25th September, 1902. [599d]

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Apply to THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 17th September, 1902. [200c]

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Hongkong, 7th August, 1902. [836d]

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OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional story with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we Appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity.

THE CHRISTIAN BROTHERS, Hongkong, 22nd November, 1901.

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SOLD ON INSTALMENTS AND FOR CASH.

WE make but one grade of product, admitted to be the best; hence attempts at imitation.
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YOU get an up-to-date Machine, built on honour, to wear a life-time.
YOU get it for the Lowest Price at which such a machine can be furnished.
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Wine and Spirit Merchants.

ESTABLISHED A.D. 1841

SHERRY.

B. Superior Pale Dry, Dinner Wine, Green Seal Capsule	\$10.80	\$0.90
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G.O. Superior Old Dry, Pale Natural Sherry, Red Seal Capsule	14.40	1.20
D. Very Superior Old Pale Dry, Choice Old Wine, White Seal Capsule	16.20	1.35
E. Extra Superior Old Pale Dry, Very Finest Quality (old bottled), Black Seal Capsule	23.00	2.00

B, C, and CC are excellent Dinner Wines, D and E are After-Dinner Wines of a very fine vintage.

ALL ARE SUPERIOR XERES WINES.

The following Wines, bottled in Europe, have been specially selected, and procured from the celebrated firm of Messrs. Geo. G. SANDEMAN, SONS & CO., of London, Oporto and Xeres:—

LIGHT DRY	\$15.00	\$1.25
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GOOD	15.00	1.25
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The Hongkong Dispensary.

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ASBESTOS CEMENT for BOILERS,
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STEAM PACKING, GASKETS and
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MODERATE COST.
EFFICIENT. DURABLE.

Estimates and Samples furnished on
application.
Hongkong, 9th July, 1902.

The Hongkong Telegraph

HONGKONG, TUESDAY, SEPT. 30, 1902.

CANTON-MACAO RAILWAY.

When H. E. Senhor José d'Azevedo, Portuguese Minister Plenipotentiary and Envoy Extraordinary for China, set out from Lisbon last year on a special mission to China, it was known that His Excellency's mission was one in connection with the delimitation of the frontiers of the Portuguese colony of Macao. In the Portuguese capital it was, at the time, uncertain whether the claim to be preferred would extend over a portion of the populous and coveted district of Heungshan or that, in the adjustment of the Portuguese boundaries, the two islands opposite of Lappa and Don Joao would have formed part of the colonial dominions of Portugal. The leading papers in Lisbon inclined to the view that the latter would have been the more desirable acquisition of the two. Local opinions at Macao, however, differed, and it was freely asserted that the numerical strength of the garrison, the absence of a fleet and the financial embarrassment of the mother country, all combined to render inadvisable the seeking of further territorial aggrandisement. Any extension of territory might be considered a source of greater weakness rather than the consolidation of strength. The result of Senhor Castelo Branco's first move at the Chinese Capital has been well known to the world. His request for an enlargement of Portuguese territory in Southern China was thwarted by those of the European Powers who considered their interests might be affected in a sphere over which they claim to exercise their influence to the exclusion of all others. The report now reaches us, through native sources, from Tientsin that the Portuguese Minister has recently several times strongly asked the Wai-wai-pu for the extension of the Macao frontier. "The fact is," says the *Ta Kung Pao*, "that the Portuguese are availing themselves of the present opportunity to make the demand though the commercial treaty has not been assented to by all the countries. Prince Ching would not consent to the extension but the Portuguese Minister persevered and stated that if China should refuse Portugal's demand she would do the same with reference to the commercial treaty, which could not come into force unless it had been assented to by all the countries interested. Prince Ching answered that he must send deputies to investigate the frontier question before he could give a reply and it was unreasonable for the Minister to demand an immediate answer. Successive meetings took place but the question is not settled." Thus far remains the frontier question. Another matter of greater moment and which more intimately concerns our trade interests is that of the much-talked-of railway between Canton and Macao. The *Ta Kung Pao* refers to it in the following manner:—"It is said that the Minister made another demand, viz., the privilege of constructing a railway line between Macao and Canton. We do not know whether Prince Ching has assented to this; but no doubt he has first to consult the Viceroy of Kwangtung." Persistent have been the reports, recently, concerning this latest move in Portuguese enterprise. It should not be regarded as altogether unexpected, however. As far back as the 10th July our well-informed Macao correspondent wrote that when the Governor of Macao, H. E. Senhor Horta e Costa, proceeded to Lisbon on leave, it was generally known that among other subjects which he was to lay before the Portuguese Minister for Foreign Affairs is that of a proposed railway to connect Macao with the populous and wealthy district of Heungshan. Although Chinese superstition and their belief in the influence of *feng-shui* have at all times stood in the way of the introduction of railroads into China, it was a well known fact that the gentry and the people of Heungshan were not opposed to the scheme when it was mentioned to them. In fact, one of the magnates of the district declared to our correspondent that a railway traversing the fertile valley of this promising place will be nothing short of a boon for the teeming thousands constituting the population of Heungshan. It seems that the Portuguese Government had a still more ambitious idea and the news now reaches us that having failed to get the island of Lappa and Don Joao near Macao, which they time demanded from the Chinese Government, they have now asked for the privilege of building a railway from Macao to Canton. There is a rumour that the Foreign Office of the Peking Government have yielded to the demand.

Later, alluding to the same subject, our correspondent writes under date of the 16th inst. thus:—"Enquiries made at different quarters do not bear out the truth of the report. Latest advices from Lisbon, by the last English mail, make no mention of the grant of the concession and no reference to it appears in the press of the Portuguese metropolis. The Special Envoy at Peking is very reticent as to his doings, although it is believed that, prior to his departure from Macao, the question of a railway to Canton engaged H.E.'s very serious attention. In official circles the construction of a line to connect this port with the Southern capital was much discussed and it is known that opinions differ as to any advantage that may be accrued to Macao itself. In the event of a concession being at all granted, local opinion inclines to the belief that Chinese capitalists will have the controlling voice in the syndicate with a large proportion of British shareholders. The building of the railway in itself would not suffice to foster the trade of Macao. Before such a line is thought of the apathy that stood still and watched unconcerned the steady and sure silting-up of the harbour and its approaches must be brushed aside and the dredging of the port vigorously

taken in hand. It is the very first and foremost requirement of the Portuguese Colony to save it from the inevitable road to ruin which it is dragged into through the callousness in regard to the preservation of the port so as to make it accessible to vessels of heavy draft. Given a good harbour approach, a freedom of trade, and lastly, a railway Macao's future may yet be hopefully assured. It is never too late.

LOCAL AND GENERAL.

MILITARY MURDER.—Lieut. Stanley, 35th Sikhs, and a sepoy orderly have been killed by a native servant at Nowshera. The murderer was shot down.

THE "PANTHER" AFFAIR.—Captain Killick, commanding the *Crete a Pierrot*, remained aboard to fire the magazine, and perished. His body was recovered.

A CHINESE WARSHIP of 4,300 tons recently arrived at Nagasaki last from Chefoo. This is the first visit of a Chinese warship to that port since the Japan-Chinese war.

"THE WONDERFUL NATION."—Wu Ting Fang, China's Minister to the United States, announces his intention to write a book on America to be called *The Wonderful Nation*.

PENANG'S RICKSHAS.—The Penang Municipal Commission has decided to inquire into the ricksha question. The President favours the adoption of the Singapore ricksha arrangements.

SAMPAN ROBBERIES.—Four Chinamen were charged before Mr. Kemp this afternoon with armed robberies in sampans. After a lengthy hearing the defendants were committed for trial.

BAND IN DIFFICULTIES.—The Selangor State Band finances are in difficulties. The Government contributes \$7,500 a year for the band, but this amount is not enough. To bring the band up to efficiency, subscriptions are required from the public.

HELD OVER.—Owing to the pressure on our columns consequent upon the publication of an extended account of the Volunteers' trip from England, which we believe will be of interest to many of our readers, many local items have been held over until our next issue.

MR. G. W. KING, the land bailiff, has returned to the Colony and resumes duty tomorrow. Mr. King has been at home on six months' leave and witnessed the Coronation procession in London, and paid a visit to the camp of the Hongkong Coronation contingent.

CHANGES AT THE MAGISTRACY.—We are informed that Mr. J. H. Kemp, the present Acting Police Magistrate, will shortly leave for home on a holiday. Mr. E. D. C. Wolfe, of the Civil Service, who arrived with the Coronation Contingent this morning by the *Empress of China* will be appointed as his *locum tenens*.

KAWASAKI NO. 1 DOCK.—Engineering of 22nd ult. has an appreciative article on the construction of the Kawasaki No. 1 Dock at Kobe. Certainly the praise is due, as in no other example of dock construction in Japan have the builders met the same difficulties, occurring from the nature of the soil, as confronted the constructors of the Kawasaki Dock. It is in the manner in which these difficulties have been overcome that the credit of the designers and engineers chiefly lies.

ACCIDENT AT THE RECENT FIRE.—In our report of a fire which occurred on Monday morning at No. 116 Jervois Street, we omitted to state that had it not been for Sergt. Garrodd, Fireman Gibson No. 93, would most probably have been suffocated. He had to convey a hose up to the top floor where the outbreak originated and in so doing was choked by the smokes issuing by the burning joss-papers. He was removed by his comrades to the Government Civil Hospital where he now lies.

COAL COOLIES.—There are about 10,000 coolies at Moji who are now exclusively employed in the work of coaling vessels. The men are under the control of about 400 foremen. Recognising the fact that they have no social standing, some of these foremen have been considering whether it is not possible to form a guild of coolies. It is also proposed to teach the men to save their daily earnings and provide for the relief of their fellows. It is probable that the idea will be carried out as it is generally supported.

FIRE IN THE NEW TERRITORY.—Information was received by the police that an outbreak of fire had occurred at Cheong Chau, on Sunday evening. It appeared from the report that the outbreak originated in a smashed and the sparks were blown by the strong wind on to the adjoining thatched which ignited them as well as the houses in the rear of them. The seven small houses and four thatched were soon razed to the ground and everything completely burnt out. The damage sustained by the poor villagers was put down at \$1,300.

SEALING IN KOREAN WATERS.—Korean waters are becoming favorably known among sealers. In the spring of last year the sailing ship *Kaio Maru*, belonging to the Imperial Marine Products Company (Teikoku Suisan Kaisha) discovered a big colony of seals off Gensan, and the crew of the vessel shot as many as 600 of the creatures. Thus was attention turned to the Japan Sea, and with good results, for this year 6,044 seals were captured by Japanese sealers, and four-schooners sent by an American company is urging the Department of Agriculture and Commerce to grant further state subsidies to the marine industry, and especially to the seal fishery. Next year, it is expected, will see a very large number of foreign sealers at work in the Japan Sea.

COTTAM & CO. FOR WASHING
BOY TIES.

COTTAM & CO. FOR TRESS'S STRAW
and FELT HATS.

THE KOWLOON COLLAPSE.

INVESTIGATION CONTINUED.

The inquiry into the collapse of Nos. 30 and 32 Kowloon City Road was continued before Mr. F. A. Hazeland and the jury shortly after ten o'clock this morning when Mr. Leigh, of the firm of Messrs. Leigh and Orange, again went into the witness box.

Replying to Mr. Dennys, present on behalf of the Crown, the witness said that the external walls of the block on Lot 1,127 were completed about the months of December or January last, and the first coat of plaster would probably be on at that time, while the second coat would be put on about the end of the latter month or the beginning of February. If the wind on the 18th July had been from the West-North-West he did not think that it would cause the gable of No. 32 to fall, and thus hit No. 30. Work in the various trades connected with a building contract was often sublet.

With reference to this particular contract was there any sub-contractor so far as you know?—None.

You never saw any sub-contractor attending to the work?—No.

And never paid any sub-contractor?—No. According to the specification the walls are to be of best hard Canton red brick. Is there more than one class of that red brick recognised?—Yes.

What are they?—The ordinary Canton red brick is in three grades, differing in price. Roughly speaking, there would be a difference of about \$10 in 100,000 bricks in each grade. The Canton red bricks are cheaper in winter than in summer, and at the present time the first quality would fetch about \$65 to \$70 per 10,000. Amey bricks are now delivered in the Colony at \$135 per 10,000.

The examination of Mr. Leigh by Mr. Looker was commenced.

Is there any necessity under the Building Ordinance to insert tie-rods, asked Mr. Looker. Witness—None.

Up to the time of the opening of this inquiry had section 12 of the Ordinance, referring to the cross walls, ever been enforced?—No.

In reply to Mr. Looker's queries, the witness said that before commencing work on a house they had to submit plans to the P. W. D. for approval, and before the buildings could be occupied they had to be passed by the P. W. D.

What is the reason that the plans have to be submitted and the houses passed by the P. W. D.?—To see that they are in compliance with the Building Ordinance.

What is the main object of the Building Ordinance?—Safety of the public. During your experience in the Colony were houses like No. 30 built in a similar manner?—I should say No. 30 was built in a better manner than the ordinary Chinese houses.

The witness then gave his reasons for such an assertion, but as the electric fans were churning away like butter machines and the witness leaned forward and spoke in such inaudible tones, his remarks could not be heard at the reporter's table. In fact, it is with the utmost difficulty that most of the answers and questions are recorded.

Is blue brick considered inferior to the bricks specified?—Yes, and they are only permitted in the top stories.

Can you give us any instances of walls collapsing although supported by cross walls?—Yes the following:—The back wall of Nos. 50, 52, 54 and 56 Kowloon City Road. The back wall fell out from the upper floor of these houses.

Another instance is the back walls of about five houses in Hungnam where the back walls fell out where there were cross walls at intervals of about 14 feet. I could give other instances.

Has the block of houses on Lot 1,107 been passed by the D.P.W.?—It has. The certificate is dated the 19th March.

Did you inspect that block of houses prior to that certificate?—A few days before the 19th March I inspected the block. I made a thorough examination.

Were there any weaknesses apparent in the walls of the block?—There were none; that was my final examination.

Did the buildings appear then thoroughly sound, safe and substantial?—They did.

Did the mortar appear to be well set?—It did.

In your opinion did it appear to be good mortar?—It did.

After the approval, and prior to the collapse, were there any signs of weaknesses or cracks apparent in houses on Lot 1,107?—No.

Since the collapse have any cracks and weaknesses appeared in the walls?—Yes. On the back wall and two gable walls.

What is your opinion of them?—They have been caused by the wet getting into the external walls.

Are the other walls on that block now standing safe, sound, and substantial?—They are.

Some walls on lot 1,108 have shown signs of cracking and weakening; have they not?—They have.

Since when has that become apparent?—Since 18th July and prior to 2nd August.

Now you told us in your opinion that the gable wall of No. 30 fell outwards on to the gable wall of No. 32, what are your reasons?—The reasons are that the remaining portions left standing of the gable wall of No. 30 tend outwards while those of 32 tend inwards. There was no debris to speak of inside the house, No. 30. The mortar and tiles of the roof and floor joists are in No. 32. The ground floor is nearly full of brick debris, showing clearly the back wall went inwards. The debris of the wall of No. 30 was mostly in the 15 foot lane, between the houses while some of it, I think, actually fell into No. 32. The outer face of the wall of 32 left standing which includes the whole of the ground floor showed evident signs of having been struck by a mass of brick

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work. The three windows on the ground floor were smashed inwards while the bricks of the wall of 30 showed little signs of having been struck. The windows were practically intact.

That was the conclusion that Mr. Chatham, Mr. Toole and myself came to. It is possible that the wall of No. 32 collapsed in such a way that it would not seriously strike No. 30. The evidence pointed against this and to the theory that wall of No. 30 fell first.

The ground floors of both buildings are still intact; are they not?—They are.

And at the time of the collapse were they good wall?—Quite sound.

You have no reason to suspect any subsidence in the foundations of either No. 30 or No. 32?—No. The foundations are exceptionally good.

Was the wall of No. 30, in your opinion, of sufficient thickness for safety, and support?—It was. It was in accordance with the Ordinance and the usual custom of the Colony.

And is that your opinion, although the London Building Act of 1894 would have required a thicker wall? Do you think the wall thick enough?—I am of opinion that this wall is thick enough. The London Ordinance is drawn with a view of providing for a very different class of building and if it had been intended for Chinese houses, where there is a through wall every 15 feet centres it would not have required such thick walls.

If this wall had been thicker do you think it would have still collapsed?—I do, my reason being that it collapsed owing to the squeeze of the mortar on the outer case.

You were asked, on your first day in the box, if you had seen anything wrong with respect to these houses. You answered, "hundreds of times." What were you then referring to?—I was referring to my numerous visits while the houses were in course of construction. I always strived to have the faults rectified, as for instance the pulling down and rebuilding of the gable wall of the northernmost house on Lot 1,108.

His Worship then adjourned the case till next Tuesday at ten o'clock.

HONGKONG CORONATION CONTINGENT.

AT THE GREAT CEREMONY.

(From Our Own Correspondent.)

ALEXANDRA PALACE,
15th August, 1902.

Amid the booming of guns, the tramping of many feet, the sharp, quick military orders, the occasional "keep inside the lines" from the London "copper," the shrill shouting of the street Arabs, and the hushed expectation of seat-holders, the Hongkong Coronation Contingent alighted from the express at Waterloo Station and, in company with the other various contingents of every race, creed, and tongue formed fours and briskly marched off to Whitehall to do honour to Britain's King on the occasion of his Coronation. Arrived off Whitehall, the Hongkong Contingent were lined up near the famous "Canadian arch" and directly facing the stately buildings, with the Peasants in their gay uniform on the right, and the dusky warriors from distant Jamaica on the left. It was quite early when we were ready and in position, and every order and command given either by Major Chapman or Lieutenant Armstrong, who by the way were decked up in the orthodox style of full-fledged Artillery officers, were smartly responded to. Of course, we appeared in our fittest, and though we were by no means the strongest contingent, yet Hongkong was proud to own us. We were greeted everywhere with profound cheering, from the usual London top-hatted-frock-coated-Johnny to the dirtiest, crackney or street Arab, with such terms as these, "Oh! by Jove, here comes Hongkong!" "Awfully well got up, you know, deucedly soldier like!" "Say Bill, 'ere comes the Chinamen, what ho!" "Hing Chang!" "Chin chin, good luck to yer!"

After waiting for over two hours, and the cynosure of all eyes, distant cheerings were heard, and as the din grew louder orders after orders were shouted to the line. When the first royal carriage came along bearing the Queen's two daughters, followed shortly by the sons of the Prince of Wales and then by the Prince and Princess of Wales with their bodyguard, consisting of the Lifeguards, each man swung his carbine from the slope to the "present arms," and remained so, until the royal pageant had gone by, enlivened by the strains of the National Anthem, and the shouting and cheering of the crowd. Half an hour later, again came the distant cheering—this time heralded by the Indian and Foreign Princes—and also Lord Roberts and Viscount Kitchener and their military staff followed by powerful and handsome Lifeguards on jet black horses; and before we were able to glance at particular objects, we found ourselves

PRESENTING ARMS TO OUR MOST

GRACIOUS MAJESTIES.

the King and Queen, who repeatedly acknowledged the salutes by bowing their heads. The cheering that broke forth knew no bounds. People went wild with joy and excitement, and although we maintained a strict military countenance, yet should the order have been given, we would not have been found wanting. The whole magnificent pageant went past us as if a great panorama was unfolding, and until all was over we could hardly realize the fact that we had seen our King and Queen. By this time, the patriotic excitement having cooled a bit, and remembering the fact we got up at 3.30 in the morning and had breakfast at 4.45 a.m. we felt rather like looking after the inner man, and as luck would have it we were in the vicinity of the new Scotland Yard, and, need I say, that one and all made the best of what was to be had at the bar and refreshment

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and GING GEAR.

room. Shortly after mid-day, distant boomings of guns were heard, cheer after cheer broke forth, and we found that the King, at the moment when the guns belched forth their salute was virtually crowned King of England, Emperor of India, and ruler over his dominions beyond the seas. Of course, we were not to be left behind. Our genial Major joyfully asked us to give three cheers, and right royally did we do so. All military orders and rigideas were forgotten for the moment. We simply cheered, and, of course, the usual "tiger" followed. The National Anthem was sung over and over again by the loyal people, and when the return procession came along, and we at the "present," with our newly-crowned King and Queen looking benignly to us from the state-coach, we were never more happy and proud to be called

"SOLDIERS OF THE KING," as at that moment. It was a spectacle not to be forgotten, and Hongkong has cause to congratulate her sons. Thus ended the most unique and most gorgeous spectacle that ever was granted to man's eye to behold.

On our return march to Waterloo station, a stoppage was made on the Thames Embankment just opposite Somerset House, where light refreshments were provided and though there was a slight drizzle, it did not in the least inconvenience us. Of course, the usual cheering greeted us, and by the time Waterloo station was reached the crowd had grown bigger and bigger. After a lapse of about half an hour, the puffing train came in, and I can assure you, that everyone was glad to find himself snugly tucked in the compartments. The train left the station with a mighty roar of cheering from the crowd, and by 5.30 p.m. the whole contingent was back again at Alexandra Palace, and putting away as much drink and food as the inner man would allow. Thus ended the day of days; that day to be handed down to history, and Hongkong in years to come may look back with pride and pleasure in recalling that memorable 9th August, 1902, when she sent forth her sons to do honour to her King and Queen.

THE PRESENTATION OF MEDALS.

12th August.

The camp was astir as early as 6 a.m., and after attending to minute details, the cleaning of arms and accoutrements, the general "fall in" was sounded, and each detachment assembled on the extensive Palace grounds, and after going through some movements, was addressed by General Cooke, who informed the men that the King had signified his intention of presenting the Coronation Medals in the afternoon at Buckingham Palace. You may be sure that each man looked his best that day and was up to time. The various contingents were marched off to Wood Green station, and arrived at Victoria station, to the strains of martial tunes were promptly marched away to the historic palace via Constitution Hill. As usual, the streets were lined by the guards, and you may be sure the thoroughfares were simply crowded. Most of the seats erected for the coronation procession had not been taken away, and of course they were simply packed. Shortly after 4 p.m. the troops arrived in the grounds of the Palace and after waiting for about half an hour, His Majesty the King, in the uniform of a Field Marshal, accompanied by the Queen, the Prince and Princess of Wales and members of the Royal family, together with a numerous assembly of foreign Princes, issued from the palace, and marched off to a special constructed tent-like arrangement on the grounds. The "Royal Salute" was sounded, and each man presented his carbine or rifle. With the cessation of this piece of military etiquette, each man from the various contingents, drawn from the uttermost parts of His Majesty's dominions, grounded arms, and marched in single file to the Royal Saluting base. As each man came up, he saluted his Royal Master and, with a quick half-right turn, faced the Prince of Wales who distributed the Coronation Medal. I can assure you that it was a day not to be forgotten. Each man was proud to be a soldier. To see His Most Gracious Majesty and his consort is an honour, but to see His Majesty acknowledge each salute, either by touching his hat, or inclining his head was quite beyond us. He looked every inch a King, whilst Queen Alexandra in a charming white silk dress, and surrounded by her grandchildren appeared equally majestic and beauteous. As each man arrived at his old position the medal was the first subject talked about, criticised or inspected. Those presented to the officers are of silver, whilst those presented to the non-coms. and men are of bronze. After dismissing the officers, the march past began, and as each detachment came to the saluting point, the order of "eyes right" rang out. The King was standing, and one could easily distinguish the veteran Lord Roberts standing next to his Royal Master. Amongst the officers, Viscount Kitchener was also present. After the march past, the whole of the various contingents filed out of the gate again, amidst the cheering of thousands of London's loyal thralls. After gaining the platform in Victoria Station, we were soon in the train, and whilst the men were eagerly examining their newly-acquired medals, the train arrived at Wood Green Station, and we were soon up in the cars, and proudly strutting about in our new decoration.

THE WATER POLO MATCH.

13th August, 1902.

Leave has just been granted till the 18th, when the men are expected to return to camp prior to embarkation. The majority of them stayed behind, while others having relations and home in close proximity of the Palace went on leave. Notice that the following members of the contingent are not returning with the main body:—Sergeant Major Rodgers, Sergeant Plummer, Corporal Gubbay, Private Thompson.

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son, Heckford, Black, Watson, and Russell. Private Heckford and Corporal Gubbay are returning. During the few days we had prior to our departure, the boys made most of their time by having final looks at good old England. Some of them managed to go to Scotland and some of the sporting members received and accepted a challenge to water polo from the Westminster Polo Club, and I am glad to be able to inform you that after a brilliant struggle, the boys maintained Hongkong's reputation, and came off best by 3 goals to 1. There was tremendous cheering and excitement. The place was simply crisscrossed with spectators, and everywhere the boys went they were cheered.

DEPARTURE FROM ENGLAND.

S.S. *Lake Champlain*,
19th August, 1902.

The boys have all returned from leave and, in many cases I believe, are sorry to depart from the old country. I am afraid that some of our Hongkong boys have fallen victims to the wiles of the English maiden; but stern duty called them and they have to obey. The final packing of boxes and the thousand and one little odd matters connected with getting away were done yesterday, and, in some cases, final good-byes were said. At 9 a.m., after having seen their boxes safely packed in a "dray" the men donned their full marching equipment, and after being addressed by General Conke, who, by the way, spoke very nicely and hoped that we had enjoyed our stay in England, the band struck up and to the strains of "The Girl I Left Behind Me" and "Auld Lang Syne" the cheering of an enthusiastic crowd, and in some cases, the gentle sobbing of some broken-hearted maiden the boys jumped into a couple of coaches, and were soon driven to Euston Station, where an express was in readiness. The work of putting the luggage safely in the vans was soon completed and after final handshakes, and good-byes, with best wishes from those members who are not returning, the train slowly moved off and busy London was soon lost in green fields and pastures new. Liverpool was reached at 4 p.m., and very shortly afterwards the whole contingent embarked in the Beaver liner *Lake Champlain* bound for Montreal. Fortunately at six the liner cast loose her moorings and by seven the distant shores of England vanished in the darkness, and the first stage of our homeward journey began.

ACROSS THE ATLANTIC.

The trip took exactly 11 days, and you may be sure that all of us were glad to be in *terra firma* again. This ship is fitted up as an emigrant vessel, and does not boast of first class accommodation. We were packed away between decks, with a frightful dirty load of odd fellows, and emigrants above, our quarters. I can assure you that travelling under such circumstances and living in dark and poky quarters is anything but agreeable. But somehow or other the boys managed to brave the hardships, and I am glad to say that everyone is well and able, with the exception of one member, who, it seemed, had an attack of sunstroke whilst in England. Of drills, we had none, and the monotony of the trip was lessened by two concerts, and one church parade. The first concert was held in the first class saloon, but was a very tame affair. Amongst those who contributed were Major Chapman, Private Hainsworth, Gunners Logan and Leykum, Corporal Hance, and Colour-Sergeant Whitaker, of the Chinese Regiment, and Sergeant Wolfe. One feature of the concert was the sale of the Major's and the Subaltern's likenesses, cleverly drawn by a renowned artist on board ship. The Major was knocked down for 5/- whilst the Indian warrior fetched 7/- for the other concert was held in the second saloon and was by far the better of the two. Of course, our boys were to the fore again and contributed their equal share to the "show." As regards food, no complaints can be made, but for service it was simply awful. I may also mention that a little unpleasantness was caused on board ship between the men and the sergeants. It all arose out of the water carrying affair. One wash room, ridiculously small place, and directly between two cabins, had no taps fixed to the basins, and the sergeants for the day told off certain men, according to alphabetical order, to take it in turns to carry the water. This was speedily acceded to at first, but somehow or other, the men refused to carry and empty the water after breakfast, with the result that certain members, especially those on duty that day, were taken before the Major for refusing duty. This the majority of the boys resented and decided to speak to the Major, who came to our quarters and said, among other things, that he was sorry to see there was a spirit of insubordination, but should there be any complaints to make they knew the proper quarter to go to. He asked the men to obey orders, which was to the effect that water was only to be carried before breakfast for the use of the men. At any rate those who were unfortunate enough to be on guard that day were each fined two days pay.

AT QUEBEC.

On the morning of the 27th the ship arrived off Quebec. We had about three hours' stay on shore, and the majority of us spent our time in buying fruits and indulging in baths. Shortly after 3 p.m. the ship, after discharging her load of emigrants, headed up the noble St. Lawrence to Montreal where we arrived on the morning of the 30th August.

AT MONTREAL.

With the wharf crowded with people to welcome us, the boys embarked at 9 p.m. and after seeing to the sorting of luggage, the whole contingent marched off to Place Vigier Station, and was at once entrained. It was the original intention of the authorities to

take us to Toronto, and visit Niagara, and the lakes, but owing to unforeseen events, among which was that each man would have to pay something like £5 for the trip, the matter was dropped, though I may say that many of us were disappointed. A whole day was spent in Montreal as general leave was granted. Of course old acquaintances were renewed, and when the leave time was up all of us were at the station again. The next day found us wandering all over the city and, need I assure you, that we were right royally treated. At midnight, amidst the cheering of hospitable Montreal friends the train moved off and headed for Ottawa.

OTTAWA'S RECEPTION.

This capital of the Canadian government was reached early in the morning of the 1st inst, but it was not before eight o'clock that we were preparing "to do" the lights. Major Cook, of that city, met us at the Russell Station, and in the name of the Canadians welcomed us. The day being Labour Day, the city was full of sightseers and holiday seekers. We were first marched off to the Parliament buildings and were shown round by the general Major. He minutely explained to us the various buildings and also took us through the lovely grounds. After this we were marched back to the station to get ready for the approaching inspection by the Earl of Minto, the Lieutenant-Governor of Canada. At about 11 a.m. we were ready, and to the strains of a military band were marched to the Drill Hall, where, after about ten minutes' stay, we were fortunate enough to view the procession organised by the tradespeople on Labour Day. Of course, a night of this nature never presented itself to most of us, and we quite enjoyed viewing the procession so different to those seen in Hongkong. Here we were joined by the X Albany Volunteers (Americans) which numbered fully four hundred officers and men, and when we were all ready our American soldiers led the way and made a move for the Parliament buildings. After getting into position, punctually at noon, Lord Minto, accompanied by his suite, arrived on the grounds and was received with a general salute. The Americans being visitors, had the honour to first go through certain evolutions, and though their movements were unlike those to which we are so accustomed their exhibition was loudly applauded by the crowd which lined the grounds. Hongkong's boys, not to be beaten, smartly sprung to attention when the order was given and executed some very pretty movements. They retired amid thundering applause. The Weihsaiwei men, as also the Indian sections, went through their movements, and when they were concluded the applause knew no bounds. The Chinese received the lion's share of the praise. The different sections, including Uncle Sam's soldiers, then formed fours, and when nearing the saluting point, extended to a single line and, with the order "eyes tight," each man marched like a machine. According to certain opinions expressed by those in charge we excelled ourselves on this occasion. The officers, including our general Major and Lieutenant Armstrong, then went up to the saluting point, and were accosted by the Earl of Minto who praised them, and asked them to express to the men under their several charges, how pleased he was to see them, and observed it was an honour to review such a splendid set of men. After the review we were first marched off to the Russell Station, and relieving ourselves of our arms, went away to the Russell Hotel, where an excellentiffin was provided. You may be sure that we did honour to the repast, and as there was a goodly supply of victuals, every one exhibited the best of feeling and when cigars and cigarettes were handed round we were in as happy a mood as could be. After this treatment we emerged from the Hotel only to find that our day's enjoyment was not at an end. Electric cars were awaiting us, and when every one had taken a seat, natives included, the cars took us round the city, and finally landed us at the exhibition grounds. There we witnessed a base-ball match, and several other items of sport. Again, we were whirled through the town, and by 4 p.m. found ourselves in the shooting range—the Bailey of Canada. Here we met with a rather reception, and orders being issued to dismiss, each man fraternized with his Canadian friend, and after spending a very pleasant afternoon, returned to the Station again. At 8 p.m. the American soldiers, who were in the same Station, left us bound for Albany, whilst later on, after final good-byes, and the best of wishes we left the capital and its hospitable people behind us.

ACROSS THE CANADIAN CONTINENT.

The trip across the continent was most enjoyable, the weather delightful, and the scenery beautiful. Of places of interest where we stayed for a few hours was Fort Millain, where we reached on the 3rd inst. At this place we remained for half-an-hour, and passed through Winnipeg on the night of 4th, but had no opportunity of seeing the place again. A short stay was made at Calgary on the 5th, and on the same date we came to Banff, where leave was granted from twelve noon to 3 p.m. Here the boys took the opportunity to visit the celebrated hot sulphur baths. On the 6th we "struck" Sicamous Junction where three hours' leave was granted. The Major and Lieutenant Armstrong went out fishing, and we whiled away the time in either exercising ourselves or having a dip. It may be mentioned that during the trip across we were twice drilled, first at Mootie Jaw, and then at Kawloops. We were not a bit rusty. On the morning of the 7th Vancouver, our last Canadian town, was reached and the day being Sunday nothing was done. The next day, the discharging of luggage, commenced. Willing hands soon at work removing the baggage from the train to the *Empress of*

China, were in a very short space of time everything was safely stowed away in the special hold assigned for our use. The remainder of the day was spent in buying curios, etc., and looking up old friends. Leave being granted till mid-night, we made full use of our time, and were quite tired when we found ourselves on board ship again. The next day—the day of our departure—we bade final adieu, etc., and amidst the cheerings of the assembled crowd on the pier, the majestic *Empress of China*, at 3 p.m., nobly glided away from the wharf bound for China.

THE TRIP ACROSS THE PACIFIC AND CHINA SEA.

At 7 p.m. the same day we arrived off Victoria, B.C., where after taking in passengers and mails, we again resumed our voyage. The trip across occupied fully 14 days, and may be described as most erratic: for one day would be either wet, cold, blowy or dull. Nevertheless, we made the best of it, and in view of the very excellent quarters and meals provided were contented with our lot. It will be interesting to know that Captain Archibald, R.N.R., the genial skipper of the ship, and his officers, especially Chief Officer Robinson, and Chief Steward Hisset studied our welfare and made the time pass most pleasantly. Everything was splendidly done. There was enough to eat, and plenty of light and ventilation, whilst the Chinese stewards detailed for service supplied our every want. Four days out, we had an impromptu concert in the first saloon. It was more of a concert of our own. Many of the passengers could not turn up, probably owing to being victims to *mal-de-mer*. Our genial Major contributed towards the proceedings, and among other "stars" were Sergeant Wolfe, Corporal Hance, Gunners Logan, Leykum and Privates Hainsworth and Edwards. The next concert was a more elaborate and most successful affair. As usual the boys were not to be left behind, those taking part including:—Major Chapman, Gunner Logan, Lieut. Hainsworth, Sergt. Whitaker, Corp. Hance, and Gunner Leykum. The chair was taken by Commander Mahan, U. S. N. We had three church parades during the trip and there were three fire drills. Ordinary drill recommenced on the 20th and continued every morning at 9 a.m. Otherwise we spent most of our time in our quarters either reading or card playing. The quarters were too cosy for us to seek amusement on the deck.

YOKOHAMA.

Yokohama was reached early in the morning of the 22nd and as leave was granted up to 2 p.m. the whole contingent, with the exception of those left on guard, made for the shore, and spent a very enjoyable time. The good ship left at 1.30 and later on we found ourselves in Kobe again. Leave was again granted in this port from 6 to 11 p.m. Most of the boys went on shore curio hunting, as was afterwards evidenced by the heavy parcels which they brought off to the ship. On the way down to Nagasaki our Sergt. Major got up a concert on the poop deck. It was originally intended for the boys alone, but the first class passengers graced the proceedings with their presence. The popular first Officer, Mr. Robinson, was kind enough to act as accompanist, and also rendered a few songs. Among the artists were Sergt. Wolfe, Sergt. Whitaker, Corporal Hance, Gunners Leykum Logan and Privates Wittell and Hainsworth. Mr. Lamb, of the ship, also contributed a song. The whole proceedings wound up to the singing of "God Save the King." During our short stay at Kobe, the more sportive of the boys challenged the Kobe Athletic and Swimming Club to a game of water polo. Our Kobe friends willingly accepted the challenge and we sent the following to "battle": T. Meek (goal), Armstrong and Hance (backs), A. A. Alves (half back), Lammet, A. E. Alves and Henderson (Forwards). After a very tough engagement, Hongkong carried the day by 3 goals to 2. The boys showed great form, particularly our popular Lieutenant, who quite surpassed himself.

NAGASAKI.

Nagasaki was reached on the morning of the 25th. Here again, the boys went in for curio hunting and managed to put in a very good time. The ship left her anchorage at 3 p.m. and when we came up from our quarters, after doing justice to the good things set before us, found that we had left the shores of Japan in the distance. The trip to Shanghai took two days.

SHANGHAI.

On the morning of the 27th we safely dropped anchor off Woosung Bar and, after leaving a guard on board ship, boarded the C.P.R. tender *Victoria* and in about half an hour's steaming came abreast of Shanghai. Here a whole army of Hongkong boys met us. Old acquaintances were renewed, and soon our boys were recounting the things they saw and took part in. The Weihsaiwei section left us here. At 3 p.m., we again embarked on the tender, and at 5 p.m. were on board ship. Leaving Shanghai, the boys soon commenced overhauling their baggage and arms. A preliminary parade took place on the poop deck when the Major minutely examined the men's accoutrements and kit, preparatory to their landing in Hongkong. We are just entering Lyceum Pass, and all are as anxious to know what is awaiting us. Our final pay was given to us yesterday (29th). Every one seems to have put on flesh, every one has had a good time, and every one will remember the happy days spent in England; and, no doubt, every one of the Contingent will always associate the coronation of their Royal Majesties the King and Queen as an event, if not the happiest, yet the most memorable event of their life.

C. L. K.

ARRIVAL AT HONGKONG.

A HEARTY WELCOME.

The *Empress of China* arrived at eight o'clock this morning and as she entered the Lyceum Pass was met by several launches which escorted her to the C.P.R. buoy.

As soon as the gangways were lowered brother met brother, friends met friends, and, needless to say, our returned comrades received such a welcome as they never had before.

The Band of the Hongkong Regiment had assembled on Blake Pier to play the troops up to the Parade Ground for inspection and, at about half past nine, they landed and were formed in fours.

The march to the Parade Ground was in the following order:—Band of the Hongkong Regiment, Band of the Hongkong Volunteers, Members of the Contingent, Hongkong and Singapore Battalion of Royal Artillery, Chinese Sappers and the Hongkong Regiment.

On arriving at their destination they were formed into line and inspected by Colonel L. F. Brown R. E. Senior, Commanding Officer accompanied by his staff. Our "pals" had returned home and everyone knew it, and were glad to welcome them back. Regarding their appearance, it was unanimously declared that they looked very fit. In fact, one lady was heard to remark, "Nice and plump, are they not? They look as if they have had plenty to eat."

On arriving at the Parade Ground His Excellency Sir Henry Blake, accompanied by Lady Blake, and Capt. J. B. Arbuthnot A.D.C. with head uncovered, walked on to the well-clipped grass, while the Band struck up the national anthem. He then proceeded to inspect the troops, and was accompanied by Colonel Brown and Staff, Major Pritchard, Commandant H.K. Volunteer Corps, Major W. A. C. Denny, D. A. G., Major Chapman, Colonel Johnson, C.R.A. and Major Berger H. K. R. This ceremony concluded, His Excellency, addressing Major Chapman, officers and men of the Hongkong Coronation Contingent, said he was glad to welcome them home from their long journey to London where they had taken part in the Coronation of the King and represented our local volunteers and military forces. It had been a great pleasure, he said, to learn that the conduct of every man in the volunteers had been everything that could be desired. He had the good fortune to be in London for the Horse Guards Parade, in which a quarter of a million of volunteers and Colonial troops from every quarter of the earth, in common loyalty, had taken part under the old flag that had been unfurled in breezes of every zone. They had a great opportunity to see the centre of the Empire at a time of interest and to witness the loyalty to the throne of the English people. They had seen London with loyal people from every potency on earth, with the great central incident of the life of the King when London's hopes were crushed. They had seen the dignity with which the people bore the great sorrow while the King lay at death's gates under the shadow of death; and they had seen the Coronation ceremony performed in the manner that for 1,000 years kings and queens of England had been crowned. They, who had heard and seen those things, would know when they heard the national anthem that the sparing of the King's life was an act of God. They had also seen the great Dominion of Canada, with its grand people, vast territory and great prospects, and had returned to the island of Hongkong, situated at the very extremity of the Empire which also showed its loyalty on that great occasion. With regard to their prolonged absence and holiday, H.E. pointed out that thanks were due to the Hongkong community for permitting some of the members to remain away from their business. His Excellency referred to the coming disbandment of the Hongkong Regiment, which deserved the greatest praise and admiration; and concluded by again welcoming the contingent expressing the hope that they would have pleasant memories of their holiday.

The Hongkong Volunteers were then marched to headquarters and the other regiments to their respective barracks. On the Volunteers arriving at headquarters they were addressed by Major Pritchard, who told them there had been a great change in the Corps which now had become Garrison Artillery. He also reminded them that camp would be held from the 10th to the 20th, and said that as their employers had been so good as to grant an extension of leave, he hoped they would then all go to camp and set an example to the others. He also hoped that all of them (36), excepting the engineers, would send in their names for the Garrison Artillery. In conclusion, he humorously reminded them, in case they had forgotten, that the Bar was just round the corner.

TELEGRAMS.

(Reuter's).

Terrible Railway Accident in France.

LONDON, September 27th.

The Lille-Paris express was derailed at Arleux this morning whilst crossing the points at high speed. Twenty passengers were killed and fifty injured, many fatally.

Cyclone and Tidal Wave in Sicily.

A cyclone and tidal wave have devastated Modica, Sicily. A hundred bodies have been recovered, and there are numbers of persons missing. Catania was also visited, but less severely.

[Modica is a town of Sicily, in Val de Noto, and capital of a district of its name. It is situated near the river Siraci, ten miles west of Noto, which was ruined by an earthquake in 1693. Catania is a celebrated city on the east of the island at the foot of Mount Etna, of great antiquity, and is the see of a bishop, and seat of the only University in Sicily.—Ed. H.K.T.]

More Volcanic Activity.

Mount Etna is again showing signs of activity. The volcano of Stromboli is also active.

"HONGKONG TELEGRAPH"

SERVICE.

Death of Zola.

ACCIDENTALLY ASPHYXIATED.

(From Our Own Correspondent.)

LONDON, September 29th.

8.45 p.m.

The celebrated novelist of Paris, Emile Zola, has been accidentally asphyxiated by carbure oxide fumes.

[By the death of Emile Zola, the whole world of Letters loses one who has been aptly described as the French realistic novelist. He was born in Paris on April 2, 1854, and passed his infancy in Provence with his father, the originator of the canal which bears his name at Aix. He then studied in the Lycée Saint Louis, in Paris, and obtained employment in a well-known publishing firm, but he gave up the situation about 1875, in order to devote his attention exclusively to literature. Since that time he was an industrious contributor to the newspaper press, and wrote the following works of fiction:—*Contes à Ninon*, 1875; *La Conquête de Claude*, 1875; *Le Vent d'Est*, 1875; *Les Mystères de Marseille*, 1875; *Thérèse Raquin*, 1875; *Madame Bovary*, 1875; and his celebrated series of political, social, and physiological studies, entitled, *Les Rougon-Macquart*, *Histoire naturelle et sociale d'une Famille sous le second Empire*, which has been called his "Human Comedy." Since then he wrote many novels, entitled, *Une Page d'Amour*, 1878; *Le Docteur Mystère*, 1878; *Nana*, 1880; *Pot-Bouille*, 1882; *La Joie de Vivre*; *Le Bonheur de Dames*; *Germinal*; *L'Œuvre*; *La Terre*; *Le Rêve Humain*; *L'Argent*; *Le Déshonneur*; and *Le Docteur Pascal*, with several others. In 1888, M. Zola was appointed a Knight of the Legion of Honour, and in 1891 was made President of the French Society of Men of Letters. In 1893 he visited London on the invitation of the Institute of Journalists, whom he addressed on the subject of *Journalism in Journalism*. Immense editions of his works have been published, though in many countries his translators have been prosecuted and punished as criminals by authorities whom his realism scandalised.—Ed. H.K.T.]

(Reuter's).

The Closing of French Convent Schools.

LONDON, September 28th.

General Frater has been placed on half pay in connection with the closing of Convent schools in France.

The Tobacco Trade.

The British and American Tobacco Trusts have amalgamated and formed themselves into a new British-American Tobacco Company. The former Trusts agree to respect each others domain, but will combine to compete for the trade of the rest of the world.

LATER.

The Cyclone in Sicily.

Upwards of three hundred lives have been lost at Modica, Sicily. The corpses are still in the churches, as owing to the cemeteries being hit by waves of mud, interment there is impossible.

Martinique.

The volcanic disturbances in the island of Martinique have apparently ceased, but the northern region is declared unsafe.

The Coal Miner's Strike in America.

A coal famine is threatened in America, owing to the prolonged strike of the anthracite miners, which has now lasted for twenty one weeks. There are as yet no signs of a settlement being arrived at, and the miners are confident of success.

Twenty one murders have been perpetrated during the strike.

South Africa.—Lord Milner's Tour.

Lord Milner's recent tour through the Western Transvaal has had highly beneficial results. It has removed many erroneous impressions on the part of the Dutch, who are now generally resigned to British rule, and anxious to do their best for the country.

THE NAVY.

U. S. S. *Irish* came out of the Cosmopolitan Dock on Sunday morning, and left yesterday for Manila.
U. S. S. *McCallan* arrived in Manila on Thursday last and left this morning for New York with General Chaffee and family.

SHIPPING AND MAIL NEWS.

MAILS DUE.

American (*Gaelic*) 1st prox.
German (*Hamburg*) 2nd prox.
American (*Korea*) 3rd prox.
Indian (*Luzon*) 4th prox.
French (*Ernest Simons*) 4th prox.
American (*Hongkong Mail*) 9th prox.
Tacoma (*Olympia*) 14th prox.
American (*China*) 17th prox.
American (*Doric*) 25th prox.

The N. P. S. Co.'s steamer *Hyades* sailed from Yokohama on the 26th inst., for Tacoma.
The N. P. S. Co.'s steamer *Clavering* sailed from Vladivostok for Hongkong on the 27th inst.

The N. P. S. Co.'s steamer *Pleades* sailed from Port Arthur on the 26th inst., for Hongkong.

The N. P. S. Co.'s steamer *Duke of Fife* sailed from Tacoma for Japan and Hongkong on the 28th inst.

The D. & Co.'s steamer *Draemar* from Japan, China and Hongkong arrived at New York on the 28th inst.

The E. & N. steamer *Australian* left Sydney on the 27th inst., for Timor, Manila and this port. She is due here on the 21st prox.

The M. M. Co.'s steamer *Ernest Simons* with the next French Mail will leave Saigon on Wednesday, at noon and is due here on Saturday, the 4th prox.

The D. & Co.'s steamer *Border Knight* from New York and Straits left Manila yesterday the 29th inst., and is expected to arrive here on Thursday the 2nd prox.

The N. Y. K. Co.'s steamer *Awa Maru* (European Line) left Shanghai for this port on the 29th inst., at 10 p.m., and is expected to arrive here on the 2nd prox.

The Canadian Pacific Railway Co.'s R.M.S. *Empress of Japan* arrived at Nagasaki at 3.30 p.m., on Monday, the 29th inst., and left again at 3 a.m., on Tuesday for Kobe where she is due to arrive at 6 a.m., on Wednesday, the 1st prox.

Co-ops' Advertisements.

POLO NOTICE.

THE ROYAL ARTILLERY POLO TROPHY will be played for TO-MORROW (WEDNESDAY), and FRIDAY next. Play will commence at 4.15 p.m. on each date.

14TH BOMBAY INFANTRY v. ROYAL ARTILLERY.

FINAL—FRIDAY.
CIVILIAN TEAM v. WINNERS OF 1ST TIE.
H. O. S. GADGUDAN, Capt.
Hon. Secretary, Hongkong Polo Club.
Hongkong, 30th September, 1902. [1019d]

ST. ANDREW'S BALL.

FRIDAY, 28TH NOVEMBER, 1902.

INTENDING Subscribers to above are requested to forward their Names to the Undersigned at their earliest convenience. All Scotsmen belonging to the Civil Community, Navy or Army may subscribe.

DAVID WOOD,

Hon. Secretary.

Hongkong, 30th September, 1902. [1017d]

"BEN" LINE OF STEAMERS.

FOR GENOA AND LONDON.

THE Steamship

"BENLARIO."

Captain Krobbe, will be despatched as above on or about MONDAY, the 20th October. For Freight or Passage, apply to GIBB, LIVINGSTON & Co., Agents.

Hongkong, 30th September, 1902. [1018d]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

"RUBI"

Captain R. W. Almond, will be despatched for the above Port on SATURDAY, the 4th October, at 4 p.m.

Highest Class Passenger Steamers, High Powered, Newest and most up to date on the run. All Accommodation Amiships. Electric Light and other Modern Improvements. A Surgeon is carried.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers.
Hongkong, 30th September, 1902. [995d]

DISTILLERS
BY APPOINTMENT TO
HIS MAJESTY
THE KING.

THE TWO POPULAR
SCOTCH WHISKIES

ARE THE CELEBRATED
"HOUSE OF COMMONS"
Better known as
"Black and White"

(White Seal)

AND
(Red Seal)

BUCHANAN BLEND

Sole Agents:
LANE, CRAWFORD & CO.,
HONGKONG.



COTTAM & CO. FOR SUMMER UNDERWEAR.

ASK FOR ASAHI JAPANESE BEER—G. Giraull.

ASK FOR ASAHI JAPANESE BEER—G. Giraull.

ASK FOR ASAHI JAPANESE BEER—G. Giraull.

Shipping—Steamers.

OCEAN STEAM SHIP CO. LIMITED.

OUTWARDS.			
FROM	STEAMERS.	DUE.	
GLASGOW AND LIVERPOOL	"AGA MEMNON"	10th October, 1902.	
"	"DIUCALON"	16th "	
"	"PATROCLUS"	24th "	
"	"STENTOR"	30th "	

HOMEWARDS.

FOR LONDON.			
"DIOMED"		1st Oct., 1902.	
"NESTOR"		14th "	
"ACHILLES"		28th "	
"MENECLAUS"		11th Nov., "	
"AGA MEMNON"		25th "	

FOR LIVERPOOL (DIRECT), (Taking Cargo at LONDON RATES).

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS.	TO SAIL.
NINGPO and SHANGHAI	"KANGSU"	1st October.
SHANGHAI	"WOOSUNG"	2nd "
Kobe	"TAIYUAN"	4th "
MANILA	"SUNGKANG"	6th "
TIENTSIN	"KWEIYANG"	11th "
PORT DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	"TAIYUAN"	24th "

* The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

† Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

‡ See Special Advertisement.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

OUTWARDS.

FROM	STEAMERS.	DUE.
GLASGOW and LIVERPOOL	"HYSON"	1st October, 1902.
"	"YANGTZE"	30th October, "

TRANS-PACIFIC SERVICE.

FOR	STEAMERS.	TO SAIL.
VICTORIA, SEATTLE, TACOMA and all PACIFIC COAST PORTS	"HYSON"	1st October.
NAGASAKI, KOBE and YOKOHAMA.		

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

PORTLAND & ASIATIC STEAMSHIP CO.

Agents for and in connection with
THE OREGON RAILROAD AND NAVIGATION COMPANY,
Operating the New First-class Steamships
"INDRAVELL," "INDRAPURA,"
and
"INDRASAMHA,"
between

HONGKONG AND PORTLAND (OR.),

Calling at SHANGHAI, NAGASAKI, MOJI, KOBE,
and YOKOHAMA.

"INDRAVELL"	4,800 Tons.	Oct. 24.
"INDRAPURA"	4,800 "	Nov. 14.
"INDRASAMHA"	5,100 "	Dec. 14.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports.

For Freight, apply to

THE PORTLAND AND ASIATIC STEAMSHIP CO.
ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR ANPING	"MAIZURU MARU"	T. Saito	WEDNESDAY, 1st October.
FOR TAMSUI	"DAIGI MARU"	T. Kihara	SUNDAY, 5th October.
FOR FOCHOOW	"ANPING MARU"	J. Goto	WEDNESDAY, 8th October.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 12th October.

* Via SWATOW and ANOY.

The Company's new steamers are specially designed for the coast trade of South China and Formosa and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried. All steamers carry the Imperial Japanese Mails, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's. Steamers will go alongside the Co.'s Pier at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co.'s steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North-China Ports, in connection with the NIPPON YUSEN KAISHA's steamers from Shanghai.

For Freight, Passage and further information, apply at the Co.'s Local Branch Office, at No. 2, Des Vaux Road Central.

Hongkong, 29th September, 1902.

CHINA NAVIGATION CO., LTD.

HONGKONG TO SYDNEY AND MELBOURNE.

USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.			
"TAIYUAN"		leaves on 24th Oct.	
"TEINAN"		15th Nov.	
"CHANGSHA"		8th Dec.	

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage. Duly qualified European Surgeons carried.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents, C. N. Co., Ltd.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at TIMOR, PORT DARWIN & QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN" will be despatched for the above Ports, on THURSDAY, the 2nd October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric-light.

A Stewardess and a duly qualified Surgeon are carried.

For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Agents.

Hongkong, 5th September, 1902.

Shipping.

STEAMERS.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL.
(With Liberty to call at PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

"HILGLEN"	About 4th Oct.
"RICHMOND CASTLE"	12th Oct.
"LOTHIAN"	20th Oct.
"LUTHER CASTLE"	30th Oct.
"BORDER KNIGHT"	15th Nov.
"ORONO"	To follow.
"CROYDON"	To follow.

For Freight and further information, apply to

DODWELL & Co., LIMITED,
Agents.

Hongkong, 30th September, 1902.

[339d]

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"HAMBURG."

Captain E. Burmeister, due here with the outward German Mail about THURSDAY, the 2nd Oct., will leave for the above Places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further Particulars, apply to

MELCHERS & Co.,
Agents.

Hongkong, 29th September, 1902.

[653c]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"ERNEST SIMONS"

Captain Dupuy Fromy, will be despatched for the above Ports on or about SATURDAY, the 4th October.

For Freight or Passage, apply to

G. DE CHAMPEAUX,
Agent.

Hongkong, 27th September, 1902.

[1004c]

TOYO KISEN KAISHA, (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU."

1,574 Tons.

Captain Tait, will be despatched here for MANILA, on MONDAY, the 6th October, at 3 P.M.

Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed. Electric light. Doctor and Stewardess carried.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA,
Agents.

Prince's Buildings, Ice House Street, Hongkong, 30th September, 1902.

[171d]

"GLEN" LINE OF STEAMSHIPS.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"GLENESK"

Captain Rafferty, will be despatched as above on SATURDAY, the 11th October.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,
Agents.

Hongkong, 22nd September, 1902.

[992d]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"GLENGARRY"

Captain Holman, will be despatched as above on WEDNESDAY, the 15th October.

For Freight or Passage, apply to

MCGREGOR BROS. & GOW,
Agents.

Hongkong, 15th September, 1902.

[1003d]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FRIEZE AND TRIESTE (DIRECT).

Calling at SINGAPORE, PENANG, CALCUTTA, COLOMBO, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, RED SEA, BLACK SEA, LEVANT, VENICE and Adriatic Ports).

THE Company's Steamship

"FRIESTE"

Captain Mecozzi, will be despatched as above on TUESDAY, the 21st of October, P.M.

This steamer has capital accommodation for passengers. Electric light and carries a doctor.

For information as to Passage and Freight apply to

SANDER, WIELER & Co.,
Agents.

Prince's Buildings, Hongkong, 29th September, 1902.

[946d]

STEAM FOR ODESSA.

THE New Russian Steamer

"KNIAS GORTSCHAKOW"

3287 Tons Gross Register will be despatched for ODESSA, via Ports of Call on or about 15th October.

For Freight and further Particulars, apply to

BRADLEY & Co.,
Agents.

Hongkong, 13th September, 1902.

[959d]

JUST LANDED.

A FRESH SHIPMENT OF CUTTING and PACKING AMERICAN PROVISIONS, viz.:—Tins Fruits, Stuffed Olives, Baked Chicken, Dried Fruits, Lamb and Lunch Tongues, Corned Beef, etc.

H. RUTONJEE,
No. 5, D'Almeida Street,
Nos. 39 and 40, Elgin Road, Kowloon.
Hongkong, 27th September, 1902.

Consignees.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex S.S. *Arctadia*.

From Persian Gulf, ex B.I.S.N. and B. & P. S. N. Co.'s Steamers.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M., TO-DAY.

Goods not cleared by the 2nd October at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company who will survey goods at 11 A.M. on TUESDAYS and FRIDAYS. Certificates of damage must be obtained within ten days after the Vessel's arrival here, after which no Claims will be recognised.

E. A. HEWETT,
Superintendent.

Hongkong, 26th September, 1902.

[4]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"NAMSANG"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after 4 P.M. the 30th instant, will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
General Managers.

Hongkong, 27th September, 1902.

[1009d]

PHILIPPINE TRANSPORTATION AND CONSTRUCTION COMPANY.

FROM NEW YORK.

THE Steamship

"CHARLES TIBERGHIE"

having arrived from the above Ports, Consignees of General Cargo are hereby informed that their Goods with the exception of Valuables are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

All ship-damaged Goods must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, and sent into this Office within seven days after the vessel's arrival, after which no Claims will be recognised, and Goods remaining undelivered will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, 29th September, 1902.

[1012d]

NOTICE TO CONSIGNEES.

"GLEN" LINE OF STEAMERS.

FROM ANTWERP, LONDON & STRAITS.

THE Steamship

"GLENARTNEY"

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

Goods not cleared by the 5th October will be subject to rent.

No Fire Insurance will be effected.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Co. within ten days after the steamer's arrival, after which no claims will be recognised.

MCGREGOR BROS. & GOW,
Agents.

Hongkong, 29th September, 1902.

[1015d]

Intimations.

HONGKONG SUBSCRIPTION LIBRARY.

18, Bank Buildings, Wyndham Street.

FOUNDED in 1897, by DR. CANTLIE, and conducted for several years by H.E. POLLOCK, Esq., K.C.

TRUSTEES: HON. J. H. STEWART LOCKHART, C.M.G., HON. R. SHEWAN, G. B. DODWELL, Esq.

SUBSCRIPTIONS—Payable in Advance.

\$7.50.....Per Half Year.

or \$140.....Per Month.

The Library contains, in addition to Fiction, a number of Standard Works on Biography, History, Travels, &c., and Works of Reference; and it is hoped to maintain it up to date. Subscribers are allowed to take three books at a time. Intending Subscribers are requested to apply to

BERNARD LANKESTER,
Hon. Secretary & Treasurer.

Hongkong, 13th September, 1902.

[1413c]

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

EYES

FLUID

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co.,
Bank Buildings.

Hongkong, 9th March, 1902.

[63]

Intimations.

THE CHINA & JAPAN TELEPHONE AND ELECTRIC COMPANY, LIMITED.

HONGKONG EXCHANGE, OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of more than average length.

ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK, INCLUDING—

Post Office.

A Mail will close.
 For Canton—Per *Hongkong*, to-morrow, the 1st Oct., at 7.30 A.M.
 For Swatow, Amoy and Ningpo—Per *Maiden*, to-morrow, the 1st Oct., at 8 A.M.
 For Singapore—Per *Affion*, to-morrow, the 1st Oct., at 9 A.M.
 For Bangkok—Per *Talchow*, to-morrow, the 1st Oct., at 9 A.M.
 For Bunkong—Per *Devawongse*, to-morrow, the 1st Oct., at 9 A.M.
 For Hoihow and Haiphong—Per *Hongkong*, to-morrow, the 1st Oct., at 9 A.M.
 For Singapore—Per *Diomed*, to-morrow, the 1st Oct., at 11 A.M.
 For Macao—Per *Heungshan*, to-morrow, the 1st Oct., at 1.15 P.M.
 For Ningpo and Shanghai—Per *Canton*, to-morrow, the 1st Oct., at 2 P.M.
 For Kunchuck and Samshui—Per *Tung-kong*, to-morrow, the 1st Oct., at 4 P.M.
 For Canton—Per *Fatshan*, to-morrow, the 1st Oct., at 5 P.M.
 For Ningpo and Shanghai—Per *Kansu*, on Wednesday, the 1st Oct., at 4 P.M.
 For Timor, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Eastern*, on Thursday, the 2nd Oct., at 10 A.M.
 For Europe, India, via Taitcorin—Per *Prins Regent Luitpold*, on Thursday, the 2nd Oct., at 11 A.M.
 For Shanghai—Per *Wooning*, on Thursday, the 2nd Oct., at 4 P.M.
 For Shanghai and Chinkiang—Per *Takrang*, on Friday, the 3rd Oct., at 2 P.M.
 For Kobe—Per *Taiyuan*, on Friday, the 3rd Oct., at 5 P.M.
 For Manila—Per *Rubi*, on Saturday, the 4th Oct., at 3 P.M.
 For Shanghai, Moji, Kobe, Yokohama, Victoria, (B.C.) and Seattle, (U.S.A.)—Per *Shinano Maru*, on Monday, the 6th Oct., at 3 P.M.
 For Manila—Per *Sunghiang*, on Monday, the 6th Oct., at 4 P.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Athenian*, on Wednesday, the 8th Oct., at 11 A.M.
 For Europe, India, via Taitcorin—Per *Valentin*, on Saturday, the 11th Oct., at 11 A.M.
 For Tientsin—Per *Kwiyang*, on Saturday, the 11th Oct., at 3 P.M.
 For Singapore—Per *Glenside*, on Friday, the 17th Oct., at 11 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria and Vancouver, B.C.—Per *Empress of China*, on Wednesday, the 22nd Oct., at 11 A.M.

VESSELS IN PORT.

Steamers.
 AFTON, British steamer, 2,862, Chas. McGregor, 27th Sept.—Shanghai 24th Sept., General.—Shewan, Tomes & Co.
 AILSA CRAIG, British steamer, 2,166, A. D. Moody, 27th Sept.—Kuchinotzu 22nd Sept., Coal.—Mitsui Bussan Kaisha.
 ATHENIAN, British steamer, 2,440, H. Mowatt, 28th Sept.—Vancouver 1st Sept., and Shanghai 25th, General.—C. P. R. Co.
 CHWNSHAN, British steamer, 1,284, Morehouse, 26th Sept.—Saigon 20th Sept., Rice.—Bradley & Co.
 DESAMORE, Norwegian steamer, 1,496, Carl Borge, 28th Sept.—Saigon 20th Sept., Rice.—Order.
 DEUTEROS, German steamer, 1,001, F. Frahm, 16th Sept.—Saigon 12th Sept., Rice.—Siemssen & Co.
 DEWAWONGSE, German steamer, 1,057, Ch. Kumpel, 23rd Sept.—Bangkok 18th Sept., Rice.—Melchers & Co.
 DIOMED, British steamer, 3,005, R. G. Thompson, 29th Sept.—Yokohama via Ports 17th Sept., General.—Butterfield & Swire.
 EASTERN, British steamer, 3,000, Winthrop Ellis, 28th Sept.—Kobe 23rd Sept., General.—Gibb, Livingston & Co.
 HONGKONG, French steamer, 740, Pannier, 29th Sept.—Haiphong and Hoihow 28th Sept., Sugar and Pigs.—A. R. Marty.
 HUDSON, British steamer, 2,276, C. E. Ross, 18th Sept.—New York 15th July, Kerosine Oil.—Standard Oil Co.
 HUPEH, British steamer, 1,205, Meathrel, 20th Sept.—Shanghai 16th Sept., General.—Butterfield & Swire.
 JAMES BRAND, British steamer, 2,008, Gorranee, 28th Sept.—Pulo Sambo 21st Sept., Bulk Oil.—Meyer & Co.
 KANI MARU, Japanese steamer, 2,876, G. Minakano, 23rd Sept.—Kobe 19th Sept., General.—Kong Cheong.
 KANSU, British steamer, 1,143, Baddely, 28th Sept.—Canton 27th Sept., General.—Butterfield & Swire.
 MAIDURU MARU, Japanese steamer, 667, T. Saitow, 28th Sept.—Anping via Amoy and Swatow 24th Sept., General.—Mitsui Bussan Kaisha.
 MERCEDES, British steamer, 2,500, Carter, 22nd Aug.—Wellington 27th July, Coal.—Government.
 MONGTUI, German steamer, 985, G. Göttsche, 28th Sept.—Bangkok 19th Sept., Rice.—Melchers & Co.
 NANSANG, British steamer, 2,597, G. Payne, 26th Sept.—Calcutta 11th Sept., Penang 16th, and Singapore 20th, General.—Jardine, Matheson & Co.
 PRONTO, German steamer, 632, H. Grandt, 26th Sept.—Cebu 19th Sept., Sugar.—Siemssen & Co.
 RAJABURI, German steamer, 1,180, G. Wendig, 28th Sept.—Bangkok 20th Sept., Rice.—Melchers & Co.
 SHINANO MARU, Japanese steamer, 3,660, M. J. Cumow, 27th Sept.—Shanghai 24th Sept., General.—Nippon Yusen Kaisha.
 TAICHOW, German steamer, 880, G. Schuller, 25th Sept.—Bangkok 18th Sept., Rice.—Butterfield & Swire.
 TAIYUAN, British steamer, 1,450, L. Dawson, 27th Sept.—Sydney and Melbourne via Ports 5th Sept., Frozen Meat and General.—Butterfield & Swire.
 TETARTOS, German steamer, 1,578, W. Dinse, 28th Sept.—Saigon 21st Sept., Rice.—Siemssen & Co.
Sailing Vessels.
 ALLAS, American ship, 1,352, McKay, 14th July.—New York 23rd Mar., Kerosine.—Standard Oil Co.
 ASTRAL, American ship, 2,087, Jumbau, 16th Sept.—New York 17th May, Oil.—Standard Oil Co.
 GROSVENOR, British ship, 176, Boga, 14th June.—Maritius 16th January, Sugar.—Abdulla & Co.
 KELAT, British ship, 1,622, John Hughes, 23rd July.—New York 3rd April, Kerosine.—Standard Oil Co.
 LUCON, American barque, 733, Park, 19th August.—Newcastle 17th June, Coal.—Mason.
 MAURICE, American ship, 1,468, Nicholas, 14th July.—Standard Oil Co.
 VALDE, British ship, 669, Peter, 19th July.—Sander, Weller & Co.

SAILING REPORT.

Capt. MacGregor, of the steamer *Affion* from Shanghai, reports:—Fine weather throughout fresh NE. monsoon.
 Capt. Robson, of the str. *Thales* from Swatow, reports:—Light W. breeze overcast and hazy and smooth sea throughout.
 Capt. Rolfe, of the str. *Yuenang* from Manila, reports:—Moderate NE. monsoon with NW swell fine weather throughout.
 Capt. Saitow, of the str. *Maiden* from Amoy, reports:—Fine weather with strong NE. breeze and rough sea.
 Capt. Oswald, of the str. *Orion* from Antwerp, reports:—Light to strong SW. winds to 14 N. thence to port strong to light NE. winds.
 Capt. Gibson, of the str. *Wingsang* from Shanghai, reports:—Shanghai to Swatow strong NW. to N. winds. Swatow to Hongkong light variable winds and fine.
 Capt. Bainbridge, of the str. *Glenfalloch* from Singapore, reports:—South of Paracels variable winds with heavy confused sea. From Paracels heavy NE. sea and strong NE. winds to port.
 Capt. Thompson, of the str. *Diomed* from Yokohama, reports:—Fresh NW. breeze and high sea down to Chapel Island, and moderate to calm down to Hongkong. Weather fine and clear throughout.
 Capt. Mowatt, of the str. *Athenian* from Vancouver, reports:—Pleasant weather throughout Shanghai to Turnabout Island fresh NE. monsoon. Thence to port moderate to light NE. breeze and smooth sea.
 Capt. Ellis, of the str. *Eastern* from Kobe, reports:—Left Kobe at 5.30 p.m. on Sept. 27d. 10.40 following morning passed Moji 26th, 7 a.m. Heishan passed. Turnabout Island at 1 a.m., 27th; 28th 8.30 arrived Hongkong. Experienced light to moderate winds up to Goto Islands NW. to NE. to Heishan. Heishan to Port Army N. to NNE. wind moderating on nearing Hongkong, sea moderate fine and clear.

HONGKONG AND WHAMPOA DOCK RETURNS.

Lucan at Kowloon Dock.
 Pleguesuel " "
 Solent " "

SHIPS PASSED THE CANAL.

Outward—2nd September—Bentley, Queen Louise. 9th September—*Humburg, Macdonald, Java.* 12th September—*Aganemora, Serbia, Glamorgan, Wakasa Maru, Idomeneus, Spithhead.* 19th September—*Marburg, Duckhorn.* 23rd September—*Glenside, Sachsen, Tientsin.* 26th September—*Annam, Benmore, Kanagawa Maru, Pisa.*
**Homeward—2nd September—Radnorshire. 5th September—*Braemar, Hondera, Indravad.* 19th September—*Benleuch, Bentwaters.* 23rd September—*Idemachus, Atholl, Canton, Amorita, Tamba Maru.* 26th September—*König Albert, Tydeus.*
Arrivals at Home—2nd September—Kawachi Maru. 5th September—*Ogpack.* 9th September—*Malacca, Katsushima, Korea, Shinano.* 12th September—*Samba, Varie.* 16th September—*Bingo Maru, Yarra, Marie Valeria, Benedi.* 19th September—*Bombay.* 23rd September—*Ulysses, Silecia.* 26th September—*Bayrin, Polynesian.***

PASSENGERS BOOKED FOR THE FAR EAST.

Per P. and O. steamer *Java*, from London, Aug. 23.—To Yokohama: Mr. and Mrs. Dunsdale. To Shanghai: Mr. J. Young, Mr. R. M. Morris. To Hongkong: Capt. and Mrs. D. J. Tulloch, Engineer R. A. Meiklen, Fleet Engineer P. Marack, Hostess E. G. Phillips, Mr. H. E. Pollock, K.C. To Singapore: Mr. and Mrs. Laughton Carter, Mr. A. Lewis, Mr. M. Williams, Lieut. Pritchard, Capt. G. Reid, Colonel Murray.
 Per P. and O. steamer *Judia*, connecting with the steamer *Chusan*, at Colombo, from London, Sept. 5.—To Shanghai: Mr. Chapman, Mr. Frank, Mr. Light, Mr. Moyer, Mr. and Mrs. Brock and 3 children, Mr. Anderson, Rev. and Mrs. MacCarthy, Mr. E. E. Clark, To Hongkong: Sir, Gye and 3 children, Mr. Walpole, and Lieut. J. H. A. Park, Mr. A. D. Chatter, Mr. D'Arzabedo, Mr. Junior, Commander F. S. Field, Mr. W. S. Harrison. To Manila: Mr. and Mrs. McCarty. To Singapore: Mrs. Crawford and 3 children, Mr. and Mrs. R. A. J. Bidwell and child, Mr. D. C. Simmonds. From Manila: To Shanghai: C. Lenz. To Hongkong: Mr. Dahl, Miss Appleford.
 Per P. and O. steamer *Oreana*, connecting with the steamer *Peru*, at Colombo, from London, Sept. 8.—To Kobe: Mr. Farquharson. To Shanghai: Mr. F. D. Stuart, Mr. and Mrs. Shinnon, Mr. R. Thompson, Mr. and Mrs. Sir Clair Knox, Mr. W. Leech, Mr. J. L. Snowden, Miss Haller, Miss H. A. Gough, Miss H. L. Thomas, Miss M. Gregory, Miss C. F. Tippetts, Miss J. Greig, Miss A. Knight, Miss Gater, Miss K. Aldis, Mr. C. L. Landmark, Miss H. Amis, Mr. and Mrs. Green and 3 children, Rev. and Mrs. Lewis and child, Mr. and Mrs. Kearney, Mrs. Rankin, Miss Weller, To Hongkong: Miss Odum-Harley. To Manila: Mr. and Mrs. P. J. Graham. To Singapore: Mr. J. R. Hallin, Mr. J. McIntosh, Mr. R. H. Lee, Mr. A. N. Kyrie, Capt. Mr. J. Follett, From Manila: To Shanghai: Mr. and Mrs. E. Page. To Hongkong: Mrs. Radcliffe. To Singapore: Mr. E. Wilson, Mr. G. H. Moore, Mr. and Mrs. F. A. de St. Croix. To Penang: Colonel Fawcett Walker, Mr. and Mrs. J. Maxwell. From Port Said: To Shanghai: Mr. and Mrs. Brand, Miss Wallcutt.

RIVER STEAMERS, SCHOONERS, AND LORCHAS.

Fatshan, British steamer, 1,125, Lossius, Hongkong, Canton, and Macao Steamboat Co.
Ho-nam, British steamer, 1,377, H. D. Jones, Hongkong, Canton, and Macao Steamboat Co.
Powan, British steamer, 1,873, Morrison, Hongkong, Canton, and Macao Steamboat Co.
Hankow, British steamer, 2,252, C. V. Lloyd, Butterfield & Swire.
Hoi-long, Chinese steamer, 409 tons, Captain—Chi Wo & Co.
Tak-on, British steamer, 728, J. Lawrence, Tai On Steamship Co.
Pak Kong, British steamer, Walker, Kwong Wan S.S. Co.
Kong Nam, British steamer, T. Austin, R.N.R., Chinese Owned.
Hongkong and Macao.
Heungshan, British steamer, 1,055, W. E. Clarke, Hongkong, Canton and Macao Steamboat Co.
Macao and Canton.
Kiangtung, Chinese steamer, 143, R. J. MacKenzie, China Merchant Steam Navigation Co.
Lungshan, British steamer, 141, Hamlin, R.N.R., Hongkong, Canton and Macao Steamboat Co.
Canton and West River.
Nanning, British steamer, R. D. Thomas, Hongkong, Canton and Macao Steamboat Co.
Saigwan, British steamer, W. Dixon, Hongkong, Canton and West River Steamboat Co.

EXCHANGE.

Hongkong, 30th September.
 ON LONDON, Telegraphic Transfer 188 1/2
 Bank Bills, on demand 187 1/2
 Credits, 4 months' sight 187 1/2
 Debits, 4 months' sight 187 1/2
 ON BERLIN, (demand) M. 1.74
 ON PARIS, Bank Bills, on demand 2.12
 Credits, 4 months' sight 2.12
 ON NEW YORK, Bank Bills, on demand 41 1/2
 Credits, 30 days' sight 41 1/2
 ON BOMBAY, Telegraphic Transfer 127 1/2
 On demand 127 1/2
 ON SHANGHAI, Telegraphic Transfer 74
 Private 30 days' sight nom.
 ON YOKOHAMA, T.T. 21 1/2 prem.
 Sovereigns, Bank's Buying, Rate 111.74
 Gold Leaf 100 touch, per (tael) 60.80
 Bar Silver 23 11/16

VISITORS AT THE HONGKONG HOTEL.

Balliste, M. Joseph, Mr. and Mrs. E. S.
 Bailey, W. S. Johansen, Mr. E. Katsch, E. A.
 Barlow, H. J. Kimmond R. D.
 Barlow, F. C. Krebs, H.
 Bell, J. T. Lee, I. E.
 Bennett, J. V. Maegowan, R. T.
 Beringer, Dr. Maegowan, Rev. & Mrs. Milton, Mr. and Mrs. Murphy, Mr. and Mrs. O. O.
 Black, J. Nelson, J. Peel
 Bonzan, Mr. & Mrs. R. Marsh, Rev. & Mrs. Milson, Mr. and Mrs. Nurnphy, Mr. and Mrs. P.
 Bovey, Mr. North, R. N. C. J.
 Bowyer, Dr. Katsch, E. A.
 Buttershaw, Major. Osborn, Mrs.
 Clark, Hon. Dr. F. Osborn, Mrs.
 Clark, W. J. North, R. N. C. J.
 Cole, G. C. Osborn, Mrs.
 Colson, J. S. Pearce, Dr. W. W.
 Crago, Dr. J. M. Peck, Mr. and Mrs. Cronin, J.
 Cronin, J. maid and child
 Delunoyes, Mrs. Pilkington, H.
 family
 Derbyshire, F. H. Fitcher, A. J.
 Devos, J. Rankin, J.
 Down, T. C. Reeve, Miss
 Edwards, F. W. Schade, W. A.
 Evans, N. G. Schade, W. A.
 Falconer, Mr. and Mrs. Soliman, Miss M. Stanford, W. E. O.
 Fisher, H. G. Stephens, Mr. & Mrs. A. J. D.
 Gilmore, Mr. and Mrs. Strangways, Miss Fox
 Glover, C. Stride, Dr.
 Goldsmith, H. E. Taylor, G. F.
 Grant, John Terkelson, O.
 Grant, Miss W. Thomson, Dr. J. C.
 Hall, G. E. Thomas, L. J.
 Hawkin, Mr. & Mrs. Thomas, B. G.
 Hayter, A. Walker, W. B.
 Heckford, R. G. Warren, Mr. and Mrs.
 Henderson, R. L. Watkins, C. A.
 Hills, F. W. Wheeler, A. H.
 Hollingsworth, A. White, W. J. G.
 Howard, Thos. Whitton, Mrs. A. M.
 Hu, Mr. and Mrs. N. William, A. J.
 Hunter, Dr. W. Wilson, J. G.
 Irvine, Mr. & Mrs. R. Woolmer, Mr. & Mrs. C. E.
 and baby

THE CONNAUGHT HOTEL.

Addison, G. B. Humphreys, W.
 Atkins, E. Langford, Mr. & Mrs.
 Belin, Mr. Lawrie, Mr.
 Bane, Mrs. Price Capt. and Mrs.
 Brunswig, E. Price, Master
 Brutton, G. Mittante, E. de Rama
 Campbell, Miss Monsey, Mrs. K. W.
 Dow, Miss Reiber, F.
 Dufour, Mrs. Sebree, Mr. and Mrs.
 Furlong, Capt. & Mrs.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Abbey, Douglas Jeffries, H. U.
 Barrett, John Jensen, J.
 Berkey, Sir Henry Johnson, R. A., C.M.G.,
 Bottenheim, Mr. and Col. R. F.
 Mrs. A. H. and Johnson, Mrs. R. F.
 children King, Major H. S. R. E.
 Bottenheim, Miss R. Koch, C.
 Brabazon, Ralph A. Lossius, Mrs. Jac J.
 Braye, H. F. R. Lüders, E.
 Brown, Col. C. M. C. Mackay, Mr. and Mrs.
 Bryan, G. C. L.
 Campbell, Mr. & Mrs. Maren, R.
 Howard & children Marmont, A. P. B.
 Chapman, Mr. & Mrs. Miller, Mr. & Mrs. J. F.
 Mitchell, Robert
 Cockell, Edgar Norris, R. N., Surgeon
 Conrie, A. F. and Mrs. H. L.
 Crane, William A. Otto, W.
 Crouch, J. W. Osborn, Major George
 Denny, D.A.G., Major R. A.
 and Mrs. Philpot, Leonard D.
 Edwards, Mrs. Rumsey, R. N., Hon. R.
 Fawcett, R. A., Capt. Murray
 P. H. Sawyer, Mrs. W. E.
 Fawcett, Mrs. P. H. Sinclair, A.
 Ferrier, A. P. D., Lieut. Southern, Rev. & Mrs.
 C. and Mrs. W. J.
 Finke, A. Spatzkaver, W. O. C.
 Forbes, Andrew Stokes, A. G.
 Grant, G. C. Lindsay Thiel, C.
 Grimble, C. F. George Thomson, J. S.
 Hardee, Theodore White, Mr. and Mrs.
 H. H.
 Heron, Lieut.-Col. and Wilson, Mrs. W. and
 Mrs. and child
 Hollinshead, Capt. H. Wintour, Ulrick Mrs.
 B. R.

GRAIGIEBURN.

Chambers, Mr. & Mrs. Sister, Govt. Civil Hospital.
 R. E.
 Denison, Mrs. A. Surplice, Mr. and Mrs.
 Georg, Mr. and Mrs. C. F. R. C.
 Helms, W. Whitty, R.A.M.C., Major
 Hug, Mrs. E. M. J.
 Lloyd, Mr. and Mrs. W. Whitty, Mrs. M. J. Smith, Mrs.

VISITORS AT THE QUEEN'S HOTEL.

Anderson, Capt. and Mitchell, I. H.
 Mrs. Morgan, Lieut.
 Carleton, Capt. Radcliff, Major
 Corbett, Capt. Ricketts, Lieut.
 Penney, H. N. Ross, S. B. C.
 Good, Lieut. Simpson, Lieut.
 Hurly, Capt. Stimpson, Lieut.
 John, E. R. Ward, Mr. and Mrs.
 Kappeler, Mrs. Feany and children
 Keith, Mr. and Mrs. Whitehead, Capt.
 and 3 children Wilson, Jas. W.
 Marshall, Mrs.

VISITORS AT THE KOWLOON HOTEL.

Back, Stanley Robnett, Paymaster &
 Crockett, Mrs. Mrs. J. D., U.S.N.
 Crockett, Mrs. Robnett, Master
 Merrill, Mr. and Mrs. Walter, Mr. G.
 Nobbs, A. P.

YESTERDAY.

WEATHER REPORT.
 On date at 2.00 a.m. On date at 4.00 p.m.
 Barometer 30.05 30.07
 Temperature 82 81
 Humidity 86 87
 Rainfall 53

CHINA COAST METEOROLOGICAL REGISTER.

September 28th, 1902, p.m.									
STATION	HOUR	BAROMETER	TEMPERATURE	HUMIDITY	WIND	WIND	WIND	WIND	WEATHER
Wladivostok	2 p.m.								
Nemuro									
Hakodate									
Kochi									
Nagasaki		29.52	82	NW	8				
Kagoshima		29.44	82	NW	6				
Oshima		29.65	82	NW	8				
Naha		29.77	82	NW	8				
Ishigakijima		29.85	82	NW	6				
Taichu	1 p.m.	29.85	82	NW	6				
Tainan		29.83	82	NW	4				
Koshun		29.92	82	NW	6				
Pescadores		29.91	82	NW	6				
Gutzlaff	3 p.m.	29.90	82	NW	4				
Sharp Peak		29.89	75	E	3				
Amoy	2.30 p.	29.89	75	E	3				
Swatow	3 p.m.	29.88	86	NE	1				
Canton		29.98	86	NE	1				
Hongkong	4 p.m.	29.92	81	SSW	1				
Victoria Peak		29.91	81	S	3				
Gap Rock		29.91	81	S	3				
Macao		29.92	84	ENE	1				
Haiphong		29.84	86	WSW	1				
Manila	3 p.m.	29.84	86	WSW	1				
Malate									
Bacolod									
Hilo									
Cebu		29.87	82	N	1				
C. St. James	4 p.m.								

September 29th, 1902, a.m.

Wladivostok	7 a.m.								
Nemuro	6 a.m.								
Hakodate									
Kochi									
Nagasaki									
Kagoshima									
Oshima									
Naha									
Ishigakijima									
Taichu	5 a.m.	30.01	82	N	0				
Tainan		29.98	82	N	0				
Koshun		29.97	82	N	2				
Pescadores		29.99	82	NE	4				
Gutzlaff	9 a.m.	30.10	72	SW	3				
Sharp Peak		30.04	75	SW	3				
Amoy	6.30 a.								
Swatow	9 a.m.	30.06	79	47	N	1			
Canton		30.05	82	36	ENE	1			
Hongkong	10 a.m.	30.04	82	36	ENE	1			
Victoria Peak		30.04	82	36	ENE	1			
Gap Rock		30.04	82	36	ENE	1			
Macao		30.05	82	36	ENE	1			
Haiphong		29.96	82	70	WSW	1			
Manila									
Malate	9 a.m.								
Bacolod									
Hilo		30.01	83	N	0				
Cebu		29.96	81	N	1				
C. St. James	10 a.m.								

PROJECTED SAILINGS.

DESTINATION.	VESSELS.	DATE.
Anping, &c.	Maiduru Maru	Oct. 1
Bremen, &c.	Sachsen	Nov. 12
	Kiautschou	Dec. 10
	Bayern	Dec. 24
	König Albert	Jan. 7
	Prinzess Irene	Jan. 21
	P. R. Luitpold	Oct. 2
	Preussen	Oct. 15
	Hamburg	Oct. 29
	Gera	Nov. 26
Fiume, &c.	Trieste	Oct. 21
Foochow, &c.	Anping Maru	Oct. 8
	Java	Oct. 4
Genoa, &c.	Benlang	Oct. 20
Havre & Hamburg	Silvia	Oct. 22
	Freiburg	Oct. 8
	Serbia	Nov. 6
	Marburg	Nov. 19
Japan	Kasuga Maru	Oct. 24
Kobe & Yokohama	Wasaka Maru	Oct. 10
	Kanagawa Maru	Oct. 20
Liverpool	Machaoon	Oct. 20
London	Nestor	Oct. 14
	Achilles	Oct. 28
	Menelaus	Nov. 11
	Agamemnon	Nov. 25
	Glengarry	Oct. 15
	Glenshiel	Oct. 17
	Valetta	Oct. 11
Marseilles, &c.	Awa Maru	Oct. 4
	Oceanien	Oct. 6
	Candia	Oct. 3
	Kamakura Maru	Oct. 18
Manila	Rubi	Oct. 4
	Rosetta Maru	Oct. 6
	Sungkiang	Oct. 6
Moji, &c.	Mike Maru	Oct. 7
New York	Hilglen	Oct. 4
	Richmond Castle	Oct. 12
	Cassock	Oct. 14
Odessa	K. Gortzakow.	Oct. 24
Port Darwin, &c.	Taiyuan	Oct. 15
	Tsinan	Nov. 18
	Changsha	Dec. 8
Portland, (Or.)	Indrasamha	Dec. 14
	Indravelli	Oct. 24
	Indrapura	Nov. 14
San Francisco, &c.	Hongkong Maru.	Oct. 18
	Nippon Maru	Nov. 13
	Korea	Oct. 9
	Doric	Nov. 4
	Gaelic	Oct. 10
Shanghai	China	Oct. 28
	Kansu	Oct. 1
	Chusan	Oct. 11
	Ernest Simons	Oct. 4
	Woosung	Oct. 2
Singapore, &c.	Hiroshima Maru.	Oct. 10
Swatow, &c.	Daijii Maru	Oct. 12
	Daigai Maru	Oct. 5
Sydney, &c.	Eastern	Oct. 2
	Kumano Maru	Oct. 4
Tientsin	Kweiyang	Oct. 11
Vancouver &c.	Empress of Japan	Dec. 17
	Empress of China	Oct. 22
	Empress of India	Nov. 19
	Athenian	Oct. 8
	Tartar	Dec. 3
Victoria, B.C.	Victoria	Oct. 18
	Pleiades	Oct. 10
	Olympia	Oct. 24
	Shawmut	Oct. 29
	Hyson	Oct. 2
	Shinano Maru	Oct. 8
	Tosa Maru	Oct. 20

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NOVELTIES IN CHARMS, PASTE AND ROLLED GOLD
 BROOCHES, &c. ART WAIST BELT CLASPS.

CHIFFONS, MUSLINS, ETC., ETC.

NEW ENGLISH SPITALFIELD SILKS IN BEAUTIFUL COLOURS.

GLOVES.

OUR STOCK OF LADIES' GLOVES HAS NOW ARRIVED. SELECT EARLY AND
 THUS INSURE HAVING THE BEST OF THIS FINE STOCK.

LINEN DEPARTMENT.

PLAIN, FRILLED AND HEM-STITCHED LINEN PILLOW CASES.
 EMBROIDERED COVERLETS AND BEDSPREADS. WIGAN SHEETINGS.
 FINE TABLE LINEN IN LARGE VARIETY OF QUALITIES.
 EVERYTHING FOR LADIES' AND CHILDREN'S WEAR.

DRESSMAKING DEPARTMENT

AT 34, QUEEN'S ROAD.

This section of our business is a new venture and has met with extraordinary success during the past 11 months.
 All work cut and supervised by our dressmaker who, having had High Class Colonial and Home experience has attained the
 knowledge required to connect Style and Fashion with comfort in creating suitable toilets for Eastern wear.
 We intend making this department a specialty and ladies will do well to give us a trial.
 Our London and Parisienne buyers have Instructions to keep us up to date and supplied with all the latest and most
 Fashionable Goods so that our patrons may be assured of procuring everything of the newest and best.
 Ball Dresses, Bridal Gowns, Afternoon Costumes. Mourning orders executed at shortest possible Notice.
 Space will not allow us to quote the thousands of articles stocked in this establishment, but two words will convey all that is
 necessary, viz., GENERAL STORE. Do not fail to enquire for ANYTHING you may want.

September 30th.

R. G. HECKFORD,
 MANAGER.